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No. 134 AUGUST, 1965

Published first Thursday of the month

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A 'first' for the Navy 'ESCAPES' FROM 500 FEET BELOW

THE Royal Navy leads the world in the technique of escapes from submarines and, last month, 'escapes' were made from depths up to 500 feet. Two officers and nine ratings from H.M.S. Dolphin, using a new Royal Navy technique pioneered in Loch Fyle last year when ascents through 200 feet of water were made, made the 'escapes' from the submarine H.M.S. Orpheus in the vicinity of Malta.

Led by Lieut.-Cdr. L. D. Hamlyn, O.B.E., R.N., the 500 feet accomplished is considerably deeper than any live escape made after a submarine disaster.

Although mishaps to submarines are, happily, few and far between (statistically it is as safe to go to sea in a submarine as it is in a surface vessel, and safer than a week-end trip on Britain's congested roads), submarines, like any other means of conveyance, may suffer damage, in

peace or in war, and a means of escape from a damaged submarine, with its special difficulties, has occupied many minds over the years. The new system is of vital importance to submariners because of the increased operating depths of modern submarines. During the First World War submarines could only operate as deep as 400 feet.

'SHOOTS' TO SURFACE

In this new method escapars are dressed in a suit incorporating a cotton fabric hood, with plastic facepiece, and breathe trapped air on their way to the surface. The escaper in the submarine enters a one-man cylinder flooded from the sea. Inside the cylinder he breathes air supplied automatically at the correct rate, before his escape. At the correct moment he is released from the cylinder and 'shoots' to the surface at about nine feet per second.

'BENDS' AVOIDED

An important result of the new method is that pressurisation is achieved rapidly and the possibility of 'bends' avoided. Solo escapes are simpler and safer and, in trials, a cycle time of some three-and-a-half minutes was achieved.

All British submarines are to be fitted so that the new system can be used and it is anticipated that they will all be fitted by 1968. The job will be done at refits and is inexpensive.

The personnel who took part in the trials were Lieut.-Cdr. L. D. Hamlyn, R.N., Lieut.-Cdr. M. Todd, R.N., C.P.Os. N. Young, C. Castle, I. Jones and P.Os. B. Priest, M. Davis, T. Trueman, J. Robson, R. Jukes and W. Brierley.

Award for night rescue

A MIDSHIPMAN and an Able Seaman who were serving on anti-infiltration patrols at night in the minesweeper H.M.S. Chawton last year, have been awarded Royal Humane Society Testimonials for their rescue of a seaman in the dangerous waters of the Singapore Straits. They are Midshipman Michael McLoughlin (19) and A.B. Alan Farrell (20).

The Chawton had captured an Indonesian sampan in the Straits and Midshipman McLoughlin and A.B. Frederick Quelch (26) were put in the sampan as a prize crew. While being towed the sampan was swamped and overturned.

A.B. Quelch was dragged under and was in extreme difficulties. The Midshipman swam 50 yards to reach him and Farrell dived in from the Chawton to help them both when the minesweeper had turned to pick them up.



J.R.O. Pawsey, J.R.O. Nott and J.R.O. Tuckwell, of H.M.S. Victorious pausing for a cigarette with the panorama of Hong Kong spread out beneath during a visit by the carrier to the Colony in February, 1965. Turn to page 8 for the story of the commission.



The Royal Yacht Britannia. The frigate in the background is H.M.S. Scarborough

SEVENTY SHIPS TO GREET THE QUEEN Chief Petty Officers to take tea with Her Majesty

WHEN the Queen, accompanied by Prince Philip, arrives in the Royal Yacht Britannia in the Clyde on August 10, she will be greeted by the men of over 70 ships, a Royal Salute of 21 guns being fired by destroyers and larger ships.

The ships include an aircraft carrier (H.M.S. Centaur), a cruiser (H.M.S. Lion), the guided missile destroyer H.M.S. Kent, the nuclear submarine H.M.S. Dreadnought, as well as the depot ship H.M.S. Maidstone, destroyers, frigates, survey vessels, coastal minesweepers and Royal Fleet Auxiliary ships.

The majority of the ships will assemble in the Clyde on August 6, anchoring in three groups: a flagship line of six ships to the south-east of Rosneath Patch off Greenock; coastal minesweepers and other small ships in a group to the north of the flagship line and other ships to the west of Rosneath Patch, off Gourock.

When H.M.Y. Britannia approaches the anchorage at nine o'clock on the morning of August 10, guards and bands will be paraded and the Royal Salute will be fired. Britannia will anchor at the head of the flagship line.

VISIT TO DREADNOUGHT

The Minister of Defence for the Royal Navy (Mr. Christopher Mayhew) and officers in attendance on the Queen arrive at Britannia at 10 a.m. and the Commander-in-Chief, Home Fleet (Admiral Sir John Frewen) waits upon Her Majesty at 10.15 a.m.

The Queen and Prince Philip visit H.M.S. Kent at 10.40 and H.M.S. Dido at 11.10 and at noon the Queen gives a reception on board Britannia for Junior Officers of the Fleet, followed by a lunch party for commanding and other officers.

In the afternoon the Queen and Prince Philip visit H.M. Ships Maidstone and Dreadnought and then the Royal Party goes to H.M.S. Centaur and attend a tea party given by the Chief Petty Officers of the Fleet on board.

The Queen and Prince Philip dine with Flag and Commanding Officers at 8.0 p.m. on board H.M.S. Lion.

At 10 a.m. on Wednesday, August 11, the Queen and Prince Philip embark in the Royal Barge for a review of the small ships and at 11.0 a.m. return to Britannia to review the flagship line and western group of ships.

Britannia will depart at 12.45 p.m. on August 11 and the saluting ships will fire the Royal Salute.

Navy's new ship has a propeller in the bows

A VESSEL with a propeller in her bows, a helicopter flight deck and hangar, a garage and two scientific laboratories is the latest ship to be launched for the Royal Navy. She is H.M.S. Hydra, which was sent down the slipway at Scotstoun on July 14 by Mrs. O. M. Lythall, wife of the Navy's Chief Scientist, Mr. B. W. Lythall, M.A.

The last of three new survey ships, the Hydra, will be able to drill sample cores from the sea bed at 33,000 feet, and cable on another of her winches will plumb the deepest sea chasms known to oceanographers.

WASP HELICOPTER

In addition to this deep water work, the ship will be able to survey shallow coastal areas. Hence the garage to house a landrover and trailer for use by scientists whose work will take them ashore.

Other hydrographic operations will be assisted by a Wasp helicopter. The bow propeller—still a novelty in ship design—will give greater powers of manoeuvre.

Like her sister ships—the Hecla and the Hecate—the Hydra has an overall length of 260 feet, and a displacement of 2,800 tons. With a range of 12,000 miles and commanding a leisurely 14 knots, she will have a complement of 117 officers, scientists and ratings.

Veteran Fishery Frigate pays off

H.M.S. Duncan paid off at Rosyth on July 16 after nearly seven years' continuous commission as leader of the Fishery Protection Squadron. During this time she has steamed 197,000 miles in Arctic waters, usually in appalling weather conditions, and the ship is well known to the extent of almost being an institution in Northern Norway, Iceland and the Faeroe Islands.

She was first commissioned on October 21, 1958 and by January, 1959, H.M.S. Duncan was in the forefront of the Icelandic 'cod war.' The protection and assistance she has given to British trawlers throughout her commission has helped in building up an atmosphere of mutual co-operation and understanding so important to our fishing industry.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

TO become almost a legendary figure in one's own lifetime is given to very few men indeed. Churchill was one, and so were Nelson and Napoleon. There is more than a touch of greatness about such men: personality, drive, making the most of their opportunities, steadfastness and courage, all combine in just a very few men.

One such man has just relinquished the highest office to which a service man can attain, Earl Mountbatten of Burma who, last month retired from the office of Chief of the Defence Staff. As an Admiral of the Fleet he remains on the active list, but for all practical purposes he has now retired from the Service. There is no doubt however that his many talents and vast experience will always be at the disposal of the country and the Services.

It is nearly 100 years since Earl Mountbatten's father, Prince Henry of Battenberg, entered the Royal Navy (in 1868), and he was First Sea Lord when his son entered the Navy as a Cadet. The son became First Sea Lord in April, 1955, and held that office for four years.

What a colourful character he is! An acknowledged authority on Fleet communications, a destroyer captain of dash, he 'walked with kings yet kept the common touch' and this is probably the secret of the man.

Men who served with 'Lord Louis', as he is still known to thousands of men, had (and still have) the greatest regard for him. Where he led, men would follow.

It is, perhaps, a little early to assess the outcome of the setting up of the Ministry of Defence, and the merging of the top echelon of the three Services, but, as a far-seeing administrator Earl Mountbatten was the obvious choice to set the wheels in motion. During the war, when he was Chief of Combined Operations and 'Supremo' in Burma he saw the advantages which could accrue, and that experience helped to make the transition somewhat easier for all concerned.

And now, at 65, he is giving up the burdens of the Services. Those who know Earl Mountbatten well are sure that he will find fresh fields to conquer, and all wish him well and hope that he may be spared for many years to serve the country he has served so well for so long.

DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

H.M.S. Leander (A./S. Frigate), August 19 at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron, Divisional Leader. U.K. Base Port, Portsmouth.

H.M.S. Anzio (L.T.S.) and No. 1 Assault Squadron, August 19, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron (under consideration). (B).

H.M.S. Blaxton (C.M.S.), August 23, at Portsmouth. Towing crew to Singapore.

H.M.S. Cleopatra (A./S. Frigate), August 23, at Devonport for trials. Commissions January 4. 24th Escort Squadron, Home Sea Service. Foreign Service (East of Suez) from date of sailing.

H.M.S. Hecla (Survey Ship), August 24 at Glasgow. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport. (A).

H.M.S. Ulster (A./S. Frigate), August 27, at Devonport. Home Sea Service. 2nd Frigate Squadron U.K. Base Port, Portsmouth.

H.M.S. Dampier (Surveying Ship), August 31, at Singapore. Foreign Service. S.W. Pacific. (C).

H.M.S. Kent (G.M. Destroyer), September 9, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Chatham.

H.M.S. Vidal (Surveying Ship), September 9, at Chatham. General Service Commission. West Indies and North Atlantic. U.K. Base Port, Chatham.

H.M.S. Rossington (M./H. Conversion), September 9, at Chatham. Local Foreign Service (Far East). 6th M./S. Squadron (vice Kildarton). (E).

H.M.S. Zulu (G.P. Frigate), September 16, at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (C).

H.M.S. Woodlark (Survey Ship Conversion), September 30, at Chatham. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bulwark (Commando Ship), September 30, at Devonport. Foreign Service (Far East) from date of sailing. U.K. Base Port, Devonport.

H.M.S. Corunna (A./D. Conversion), September, at Rosyth. L.R.P. Complement.

H.M.S. Burnaston, September 30 at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron (E).

H.M.S. Chawton (C.M.S.), October 1, at Singapore. 9th M./S. Squadron, vice Chilcompton. Foreign Service (Middle East). (E).

H.M.S. Kemerton (C.M.S.), October 15, at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).

H.M.S. Ashanti (G.P. Frigate), October 21, at Devonport. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Devonport. (B).

H.M.S. Parapet (L.C.T.), October 22, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).

H.M.S. Arethusa (A./S. Frigate), October (Tentative date) at Caws. Home Sea Service. Foreign Service from date of sailing (East of Suez). Divisional Leader 26th Escort Squadron. (A).

H.M.S. Hecla (Survey Ship) November 4, at Glasgow. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport.

H.M.S. Fearless (Assault Ship), November 9, (Tentative date) at Belfast. Foreign Service (East of Suez), from date of sailing.

H.M.S. London (G.M. Destroyer), November 11, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Caprice (Destroyer), November 11, at Rosyth for trials. To reserve on completion (under consideration).

H.M.S. Arethusa Flight, November 15 at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

H.M.S. Llandaff (A./D. Frigate), November 18 at Devonport for trials. Commissions January 13, for Home Sea Service, 26th Escort Squadron, Foreign Service (East of Suez) from date of sailing. (A).

H.M.S. Sirius (A./S. Frigate), November 25, at Portsmouth for trials. Commission April, 1966, for Home Sea Service, followed by Foreign Service (East of Suez) from date of sailing. 24th Escort Squadron. (A).

H.M.S. Leopard (A./A. Frigate), December 2 at Portsmouth for trials. General Service Commission. Home/East of Suez/Home/East of Suez. February 3. 30th Escort Squadron. U.K. Base Port, Portsmouth.

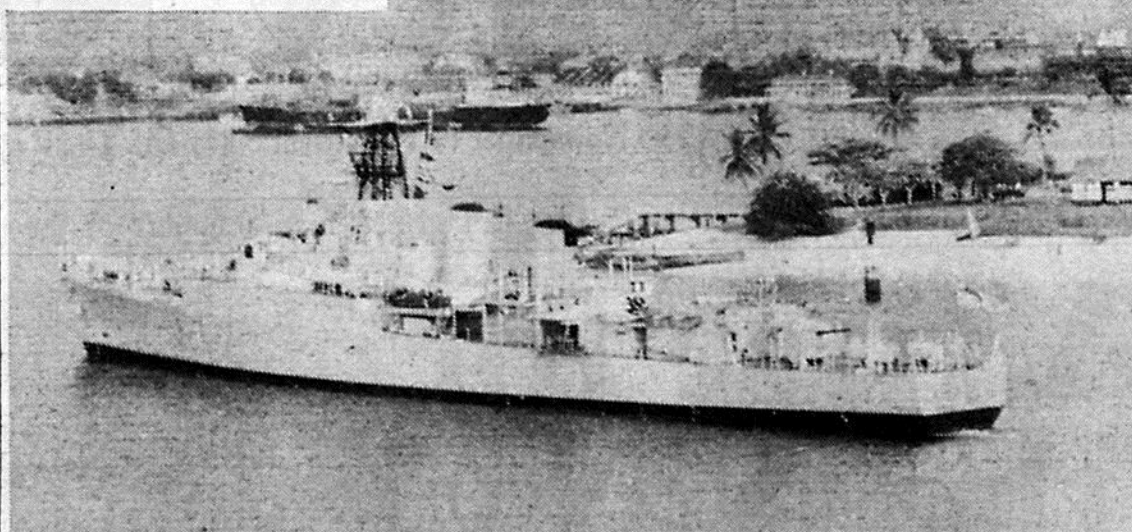
H.M.S. Nurton (M./H. Conversion), December 6, at Portsmouth. Home Sea Service. M.C.M. home. U.K. Base Port, Rosyth.

H.M.S. Malcolm (A./S. Frigate), December 22 at Rosyth for trials. Home Sea Service. Commissions March 3. Fishing Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Phoebe (A./S. Frigate), January 5, at Glasgow. General Service Commission. Home/East of Suez/Home/East of Suez. Capt. (D). 30th Escort Squadron. U.K. Base Port, Chatham (under consideration).

H.M.S. Falmouth (A./S. Frigate), January 13, at Devonport. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Brighton (A./S. Frigate), January 13, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Chatham.



H.M.S. Ashanti, the 'Tribal' class general-purpose frigate, which recommissions on October 21, for a further General Service Commission on the Home and Middle East Stations. She is seen here entering Dar-es-Salaam on May 28 wearing the flag of the Flag Officer Middle East

H.M.S. Aisne (Destroyer), January 13, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cassandra (Destroyer), January, at Gibraltar. Local Foreign Service. L.R.P. Complement.

H.M.S. Hydra (Survey Ship), January 13, at Glasgow. General Service Commission. Home/N. Atlantic. U.K. Base Port, Chatham.

H.M.S. Zest (A./S. Frigate), January 13, at Devonport. General Service Commission. (Phased.) Home/W. Indies/Home/W. Indies. 8th Frigate Squadron from 24th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Cleopatra Flight, January, at Portland. Foreign Service, Wasp.

H.M.S. Cavalier (Destroyer), January 14, at Gibraltar for trials. To Reserve on completion (under consideration).

H.M.S. Penelope (A./S. Frigate), January at Devonport. Long refit programme.

H.M.S. Kent Flight, February 10, at Portland. General Service Commission, Wessex.

H.M.S. Fife (G.M. Destroyer), February 11 (Tentative date) at Glasgow General Service Commission, Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Maxton (M./H. Conversion), February 25, at Devonport. Local Foreign Service (Far East), 6th M./S. Squadron. (E).

H.M.S. London Flight, March 3, at Portland. General Service Commission, Wessex.

H.M.S. Relentless (A./S. Frigate), March 17, at Devonport. General Service Commission. (Phased.) Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. Transferred from 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Kedleston (C.M.S.), March at Aden. Towing crew to U.K.

H.M.S. Tarlton (C.M.S.), March at Aden. Towing crew to U.K.

H.M.S. Daring (Destroyer), March at Devonport, for trials. General Service Commission, June. 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Undaunted. (A./S. Frigate), End March, at Chatham, for trials. Commissions end of May. Capt. (F.) Second Frigate Squadron. U.K. Base Port, Chatham (under consideration).

H.M.S. Striker. (L.S.T.) March at Aden. Amphibious Warfare Squadron, (under consideration). Port Service (Middle East).

H.M.S. Lincoln (A./D. Frigate), April, at Portsmouth. L.P.R. complement.

H.M.S. Sirius (A./S. Frigate), April 19, at Portsmouth for Home Sea Service. Foreign Service (East of Suez) from date of sailing. 24th Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Jaguar (A./A. Frigate), April, at Chatham. L.R.P. complement.

H.M.S. Yarlton (C.M.S.), April (Tentative date). Foreign Service (Middle East). 9th Minesweeper Squadron.

H.M.S. Minerva (A./S. Frigate) end April, at Newcastle for Home Sea Service. Foreign Service (East of Suez) from date of sailing. 26th Escort Squadron. U.K. Base Port, Devonport (under consideration). (A).

H.M.S. Naiad Flight, May 10, at Portland. Home Sea Service, Wasp.

H.M.S. Gurkha Flight, May 10, at Portland. General Service Commission, Wasp.

H.M.S. Rothesay (A./S. Frigate), May, at Portsmouth. L.R.P. complement.

H.M.S. Yarmouth (A./S. Frigate), May, at Chatham. L.R.P. complement.

H.M.S. Exmouth (A./S. Frigate), May, at Rosyth. L.R.P. complement.

H.M.S. Intrepid (Assault Ship), May 24, (Tentative date) at Clydebank. Home Sea Service. Foreign Service (East of Suez) from date of sailing.

H.M.S. Kirkistown (M./H. Conversion) May. (Tentative date), at Rosyth. Foreign Service (Middle East), 9th Minesweeping Squadron. (Senior Officer when on station). (E).

H.M.S. Nubian (G.P. Frigate), May 12, at Portsmouth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).

H.M.S. Protector (Ice Patrol Ship), June, at Portsmouth. General Service Commission. South Atlantic and South America. U.K. Base Port, Portsmouth.

H.M.S. Sirius Flight, May, at Portland. Foreign Service, Wasp.

Notes: The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth, but which will normally refit and/or give leave at Chatham.

As ratings are normally detailed for overseas service about four months ahead of

commissioning date, and for home service about two months ahead of commissioning date this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

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Photograph brings back memories of a previous Hampshire

SIR.—Being a regular reader of 'Navy News,' which I obtain through the Colchester branch of the Royal Naval Association, perhaps your readers may be interested in some interesting facts about the old H.M.S. Hampshire. The recent photograph of the present H.M.S. Hampshire, which I obtained from you, recalled the eventful commission of H.M.S. Hampshire—December 5, 1911 to February, 1914—of which I was a member.

Hampshire (Capt. Cuthbert Hunter, R.N.), spent just over a year in the Mediterranean and then, in January, 1913, sailed for the China Station. Capt. Hunter was relieved by Capt. Marcus R. Hill, R.N. in March.

During the period in the Mediterranean, Hampshire was at Crete when a body of Greek Deputies attempted to take their seats in the Greek Parliament. The unfortunate patriots were taken into custody by H.M.S. Minerva and transferred to Hampshire. In April the cruiser took Lord Kitchener from Alexandria to Malta for a conference on the defence of the Mediterranean and then took him back to Egypt. The ship returned to England for the 1912 manoeuvres, returning to the Mediterranean afterwards.

ELEVEN ANTHEMS

When the Balkan affairs became critical in October, 1912, Hampshire was again sent to Crete and in November went to Salonika. Later that same month she went to Constantinople. There were so many ships of different nationalities in that port at that time that the band used to play 11 national anthems when colours were hoisted each morning.

We arrived on the China Station in time for the Chinese Rebellion, spending several months up the Yangtze River at the siege of Nanking. Afterwards the ship paid visits to Japan, Borneo, Siam and the Philippines.

I wonder if there are any survivors of that commission? My thoughts go back in particular to 'Tom' Jinks, Arthur Warren and Sidney Ashdown.

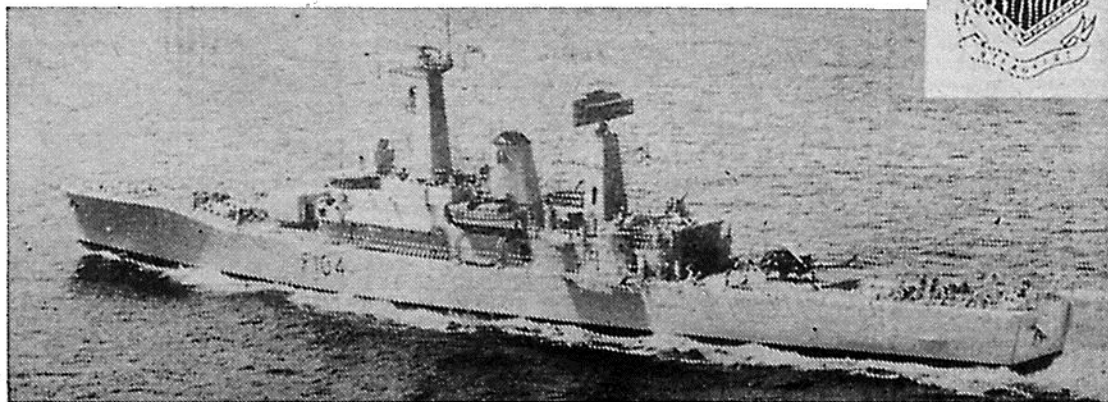
During the First World War, I was at the landing at Gallipoli and later off Salonika and subsequently I volunteered for service with Cdr. Louis Greig's motor boat expedition to North Russia to fight the Bolsheviks with General Deakin (1919-20). After leaving the Royal Navy, I joined the Fire Brigade, but at the outbreak of the Second World War (or my fifth), I applied for release in order to rejoin the Service. Receiving permission I knocked a few years off my age and was back in the Royal Navy as a Coxswain of minesweepers, serving on all fronts except the Italian, finishing up at Colombo.

I would be pleased to hear from any old shipmates.—Yours, etc., J. H. B. GREATHEAD, The Haven, Harwich Road, Ardleigh, near Colchester.

[By Editor.—During the commission to which Mr. Greathead refers H.M.S. Hampshire steamed 19,928 miles and was 120 days at sea, the longest run being 434 miles. Altogether 13,278 tons of coal were taken in. That Hampshire was an armoured cruiser of 10,850 tons. She had four 7.5-inch guns and six 6-inch. It was the same ship in which Lord Kitchener was lost when on his way to Russia, in June, 1916.]

SHIPS OF THE ROYAL NAVY H.M.S. DIDO

No. 117



Men of Eagle thanked

SIR.—Would it be possible to print in the next issue of 'Navy News' a 'thank you' note to all the men that were serving on board H.M.S. Eagle in March of this year, when my husband, W. K. ('Georgie') Little was killed.

I wish to thank them for their outstanding kindness to me and my little girl. Without their help I do not know what we would have done.—Yours sincerely, J. Little (Mrs.), 36 Tyndal Gardens, Dunston-on-Tyne, Gateshead 11.

LANCASTRIA SINKING REMEMBERED

SIR.—I enclose a remittance to cover the cost of a year's subscription to Navy News and to cover the cost of a postcard photograph of H.M.S. Agincourt and H.M.S. Dido. I have a son on board each of them.

This year sees the 25th anniversary of the sinking of S.S. Lancastria—June 17, 1940—off St. Nazaire. My brother, aged 20, died with her. I am ex-A.T.S. myself, but love the sea.

I attended a Memorial Service to commemorate the tragic event—a church service and wreath laying at the Cenotaph, then an Army Reunion given by the Lancastria Survivors Association in the evening.

I am the proud mother of an L.R.O. at present stationed at Gosport and an R.O.3 in the Far East. Five years ago I remarried and my husband is ex-R.A.F. You can guess how we all differ in opinion as to which is the best Service, but I am happy to say the Navy wins hands down.

Incidentally my daughter-in-law to be is a Wren. My father and second brother are ex-Army officers, so one small family have done, and are doing, their bit for their country.—Yours, etc., J. W. SHARP, (Mrs.), Accrington.

Warships' Record Club

SIR.—Having noticed from time to time that readers write to you for information about H.M. Ships, it occurs to me that there may be people who would care to join the Warships' Record Club.

There are vacancies for a few more members and those interested should write to me marking the envelope Warships' Record Club, giving their interest and qualifications.—Yours, etc., J. T. MILLER, 5 McIntosh Road, Gedling, Nottingham.

SHIPS OF THE ROYAL NAVY

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SHIPS OF THE ROYAL NAVY No. 117 - H.M.S. DIDO

The Editor, "Navy News," R.N. Barracks, Portsmouth :
Please forward one postcard of H.M.S. Hardy, as reproduced at the top of this page, for which I attach a stamp value 2½d. (Use block letters please.)

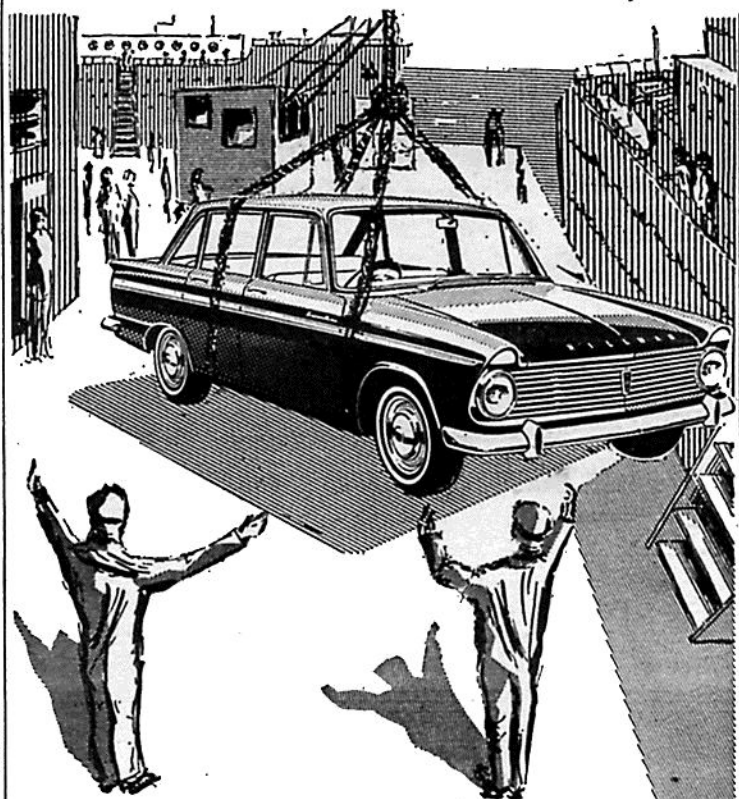
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YOUR ROOTES MAIN DEALERS

Captain welcomes family to new naval village

A 29-YEAR-OLD naval housewife answered the door of her brand-new home one morning to find the commanding officer of the Third Submarine Squadron, Capt. M. G. R. Lumby, D.S.O., D.S.C., R.N., standing on the doormat with a smile of welcome in his eyes.

And with a warm handshake a whole new village inside the burgh boundary of Helensburgh began its community life.

For the young dark-haired attractive housewife, Mrs. Beryl Berry, her husband, Edward, and their two children, Martin (8) and Gillian (5), are the first of 790 families, directly connected with Polaris, coming to live in the town.

Their new homes are set on a green hill slope above the West Highland railway, adjacent to Kirkmichael housing scheme. In the morning sunshine they looked just like any of the other housing developments which have sprung up in suburban Helensburgh in the last few years. But this nest of neat new villas is no ordinary housing estate. Here the men with the peace of the world at their Polaris fingertips will live quietly with their families during the off-duty hours from the Faslane headquarters.

FULLY FURNISHED

The houses themselves cost about £5,000. Each is furnished from the linoleum on the floor to the lamp shades hanging from the ceilings with around £1,000-worth of furnishings.

The standard joke is that a naval family can walk in with a tooth brush and a pair of pyjamas and domestic life has started. Cutlery, kitchen uten-

sils, linen and even the inevitable plastic baby potty in the bathroom adds the family air.

And the man who has lived to learn that those little family touches are so important is Married Quarters Officer, civilian Mr. Donald Plimer, from Fife. Since submarines first came to the Gareloch his job has been housing the families of the Navy men.

Says Mrs. Berry, wife of R.E.I. Mech. E. Berry, an instructor in the Polaris School at Faslane, who has recently returned from courses and the U.S. Navy Guided Missile School in Dam Neck, Virginia, "I believe we are having a community centre built here too. It will have shops. At the moment shopping is a bit tricky, being so far away, but I do think we are going to like it here."

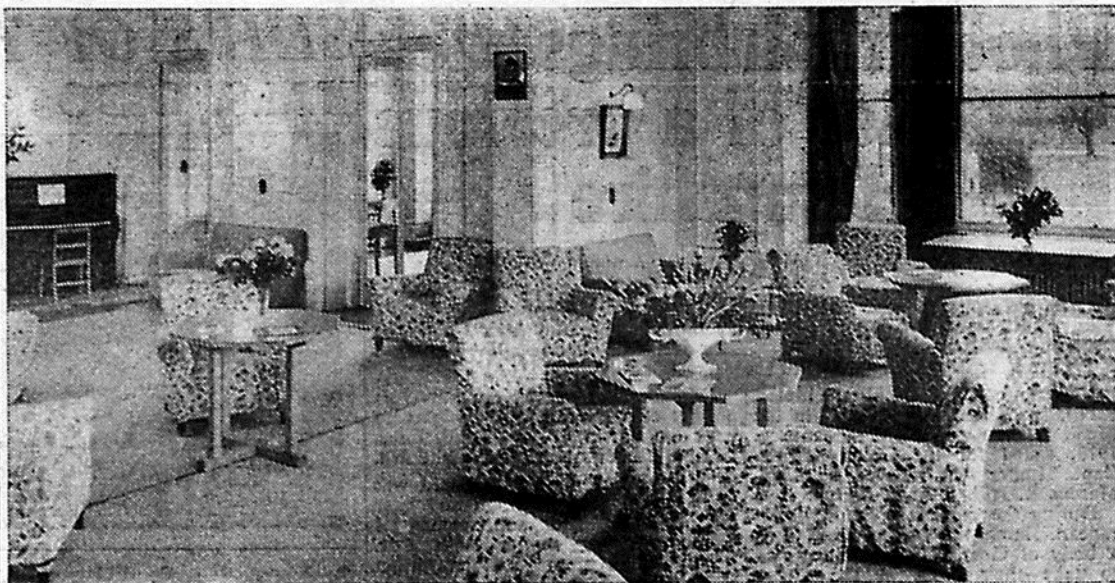
And the Berrys should know for they have lived in naval homes all over the world while the young naval instructor has fulfilled his duties in far-off places.

At the moment there is no transport into the new housing estate, which is served by a dual carriage-way access. Soon local buses will be re-routed to encompass the new people.

The scheme itself is only one of similar developments planned by the Admiralty in Garelochhead, Roseneath and Rhu.

In this hillside housing estate alone there will be some 790 houses in a few years. This is almost equivalent to taking the entire council-house development throughout Helensburgh and building it in one place.

(By courtesy of the "Helensburgh Advertiser")



One of the attractive lounges in the Naval Families Hotel at Southsea, now open for guests. (Photo.—J. A. Hewes, 91 Lawrence Road, Southsea)

NAVAL FAMILIES HOTEL FOR PORTSMOUTH

THERE are many occasions during a Service man's career, when, for various reasons, temporary accommodation is required for his wife and family. Men may be on courses, or standing by their ship during refits. Possibly, too, families have accompanied men abroad and accommodation is required upon returning home while searching for permanent residences.

The search for such temporary accommodation in places such as Portsmouth can be frustrating in the extreme. Men—and wives—have been known to traipse the streets, often with young children, for hours and hours and, apart from the tiredness and frustration which ensure, it has had a bad effect when considerations of re-engaging arise.

The need for transit accommodation has been apparent for years and, in Portsmouth, some excellent provision was made, and is still available, in the Royal Sailors' Home Club in Queen Street, but there was still need for more. This need was appreciated by the Admiralty Board and all too apparent to those organisations which had dealings with those in need of temporary accommodation.

When, therefore, it was learned by the Naval Authorities and the Trustees of the Royal Sailors' Rests, that the former Royal Pier Hotel, Southsea, which had been used by the Army as a transit hotel, was to be vacated by the Army, it seemed to them that it was an ideal place to set up a Naval families' home, and it is pleasing to be able to report that the Weston Families' Hotel is now doing excellent work.

The hotel, at the corner of Bellevue and Southsea Terraces, overlooking the Common and quite close to Clarence Pier and the sea front, has 65 double bedrooms, and parents and children can occupy adjoining rooms. The facilities are first class with comfortable lounges, attractive restaurant, a laundry, ironing rooms, a playroom and so on. The furnishings and all appurtenances will stand comparison with some of the best hotels.

Many factors had to be considered, not the least important being the economics of running such a large building but, with promised financial help from official sources and with the conviction that this was a field of Christian service which "Aggie" Weston herself would have approved the Trustees of the Royal Sailors' Rests decided to go ahead with the scheme. In its new role the hotel is

being administered by the Royal Sailors' Rests whose Head Offices are at 31 Western Parade, Southsea.

REASONABLE CHARGES

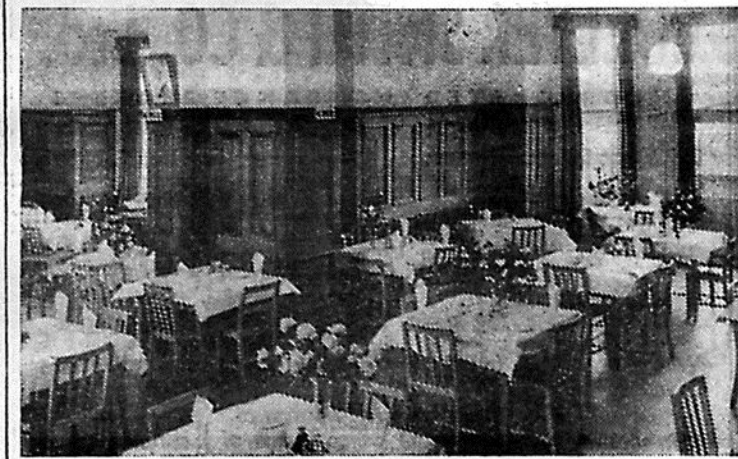
The scale of charges is most reasonable: 15s. a day each for husband and wife with full board, and the prices for children are graded according to age—13 to 16 years, 10s. per day; six to 12 years, 7s. 6d. per day; one to five years, 5s. per day and under one year, 1s. 6d. per day.

This hotel will fulfil a long felt need by providing an amenity for the sailor and his family while they are seeking somewhere permanent to live, and ships paying off, with ship, welfare or canteen funds available for

disposal, (and at other times too), could not do better than consider making donations towards this most excellent welfare work.

Applications for bookings should be made to—The Superintendent/Manager, Weston Naval Families Hotel, Bellevue Terrace, Southsea, Hants, giving full details of the family, including the age and sex of children, the date from which accommodation will be required and the probable length of stay.

At the Royal Sailors' Rests' Annual Meeting held recently in London, Admiral Sir Desmond Dreyer, the Second Sea Lord, referred to "this brave new concept of taking the Pier Hotel so that families can be together" saying it was a tremendous encouragement to him in his responsibilities for naval welfare.



The restaurant in the new hotel. (Photo.—J. A. Hewes, 91 Lawrence Road, Southsea)

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SUBMARINES FOR CANADA

THE first of three 'Oberon' class submarines being built in Britain for the Royal Canadian Navy will be commissioned H.M.C.S. Okibwa on September 23 in H.M. Dockyard, Chatham.

The Hon. Paul Hellyer, Canadian Minister of National Defence, will be guest of honour.

On September 25, the second submarine for Canada will be launched in the same yard, with Mrs. Hellyer acting as sponsor. The submarine, to be named the Onondaga, is scheduled to be completed in 1967.

The third submarine, the Okanagan, will follow in 1968.

HOME FROM HOME—



THAT'S //
Aggie Weston's

Any navy man will tell you that "Aggie Weston's" is how sailors everywhere affectionately refer to Miss Agnes Weston's Royal Sailors' Rests. You see, they know they are always welcome at our residential clubs where our Missioners minister not only to the physical, but also to the spiritual and moral needs of the men and women of the Royal Navy and other Services, as well as to those of their wives and families. Our Mission Staff visit ships, barracks and hospitals, too. But, as is so often the case with a voluntary organisation, funds for the maintenance, improvement and extension of our establishments are constantly needed. Please help us by donation, deed of covenant or legacy.

Royal Sailors' Rests

Patron: H.M. THE QUEEN
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General Secretary: Lt. Commander F. M. Savage, F.C.C.S., R.N.



Finding, by feel, what a Sea Vixen aircraft is like

Blind children 'see' Victorious

IT might seem, at first, a strange idea to show children round a ship when they cannot see, yet they seem to understand what is going on and to enjoy the experience.

Towards the end of June when H.M.S. Victorious was in Singapore, 40 blind children from the Princess Elizabeth School for the Blind, Johore, were enjoying a tour of the Naval Base, and a visit to the carrier was arranged.

The children were met on the gangway and each child had one of the sailors from the ship to look after him or her. After a trip to the Flight Deck by means of the after lift they were shown around the ship, including the hangar with aircraft, the tour ended on the quarterdeck, where each child was given a bag of sweets, biscuits and fruit.

After an hour on board the ship they left by bus, looking as if they had thoroughly enjoyed themselves in spite of their handicap.

H.M.S. Caesar remembers R.A.N. officer

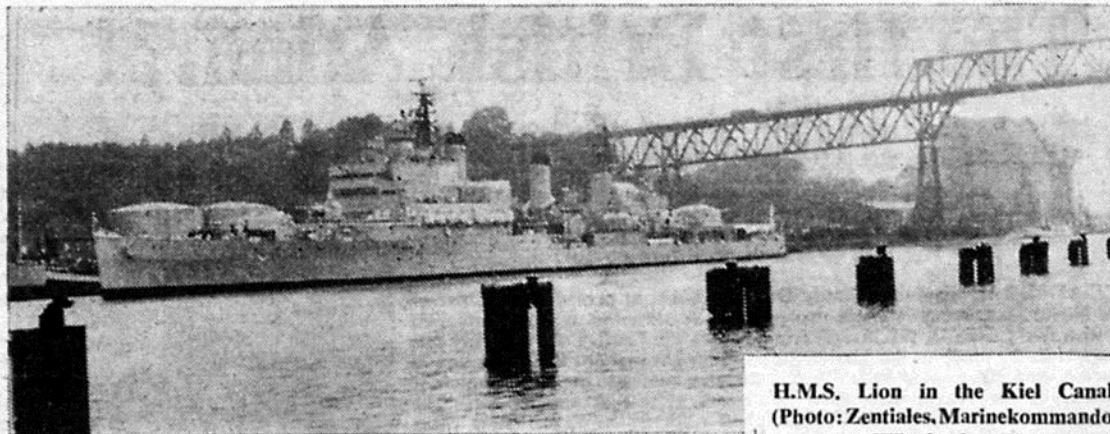
A MEMORIAL was recently dedicated at Ayr Methodist Church, New Queensland, Australia, to Lieut. H. D. Cook, R.A.N., who was lost with H.M.A.S. Voyager in February, 1964.

Lieut. Cook had only returned to Australia the previous November after loan service with the Royal Navy, latterly as Squadron Navigating Officer, Eighth Destroyer Squadron, and Navigating Officer, H.M.S. Caesar.

Officers and men of the ship, wishing to make a presentation to the benefit of his local community as a memorial, raised a fund which reached £60.

After careful consideration it was decided that the memorial should be at Ayr where, although not resident at the time of his death, his earlier years had been spent. A new church was about to be completed and it was decided in consultation with his parents, the architect and local church leaders, that a drinking fountain would be a desirable asset.

This was designed in the form of a ship's binnacle and dedicated on Easter Sunday. The memorial now stands outside the church in New Queensland bearing a plaque with Lieut. Cook's name, and stating that it was presented by his shipmates in H.M.S. Caesar.



H.M.S. Lion in the Kiel Canal. (Photo: Zentales, Marinekommando, Wilhelmshaven)

Scapa Flow was a welcome rest

H.M.S. Lion (Capt. E. F. Hamilton-Meikle, M.B.E., R.N.), arrived back in Portsmouth on July 2 after most successful trips to Casablanca and Kiel. Between the trips ten days at Whitsun were spent in Portsmouth and there were a couple of days of hard graft in the wilds of Scapa Flow to end up with—to get rid of the effects of good living so evident after 'Kieler Woche'.

'Polaris Pirates' help Children's Home

RECENTLY a party of 'Polaris Pirates' set sail from H.M.S. Maidstone at Faslane on board 'Ye goode shippe Black Pig,' under the command of Cap'n Andy 'Pugwash' Andrews, and, after taking an evasive course down the northern side of the Gareloch, made an assault on the town of Helensburgh.

Daunted by the pirates' war cries, many of the inhabitants were only too ready to promise attendance on the following day at a garden fete at the British Sailors' Society Children's Welfare Home at near-by Rhu.

Numerous volunteers, service and civilian, had worked hard in preparation for the fete, and their efforts were rewarded by fine sunny weather and an excellent attendance. There was much to buy, from toys and sweets to garden plants, and many stalls where one could try one's luck, including fishing for midge submarines and miniature car racing.

The public parted with its money quite happily in a very gay atmosphere, with the result that the record amount of £2,122 was subsequently handed over to the Children's Home.

The cruiser sailed for Casablanca on May 19, wearing the flag of the Commander-in-Chief, Home Fleet, Admiral Sir Charles Madden, Bt., G.C.B., on what was to be his 'swan-song' in the post as he is to retire shortly. The first day was spent in beautiful weather, with a calm sea, off the Isle of Wight with families embarked, and proved to be a great success. The families enjoyed everything from the 3 in firings to interviews with Southern Television.

Casablanca was reached on May 25 after a night in Gibraltar. Prices were high and most of the ship's company found their entertainment by day in the excellent swimming pools that line the coast, as swimming in the sea tended to be dangerous. The water was warm, the sun scorching and the 'bikini' bodies had to be seen to be believed.

Entertainment for the officers varied between the Governor's reception at which only tea laced with mint was served and hardly any English was spoken, to the Moroccan Naval reception at which the whisky flowed freely and a most friendly atmosphere prevailed.

THREE ROYAL SALUTES

After the warmth of Casablanca, Lion returned to Portsmouth for ten days and managed to cram in three Royal Salutes: the anniversary of the Coronation, Prince Philip's birthday and the Queen's official birthday. On

the latter occasion the Master Gunner, Lieut. H. Purser, R.N., missed firing the salute for the first time in the commission as he was, not unnaturally, in the wardroom celebrating the award of his M.B.E. in the Birthday Honours List.

After Whitsun Lion sailed for Kiel. Kieler Woche has no equivalent at all in this country. It is a sort of Edinburgh Festival, Blackpool 'Wakes Week,' a major political conference, Cowes Week and a NATO combined fleet visit all rolled into one.

At once the ship's company was launched into an incredibly hectic eight days of all kinds of sport, principally sailing, and all forms of personal invitation, on top of Tea Dances, Brewery Runs, visits to art galleries, banyans of all kinds, and even a trip to Berlin by air. And the Madchen fully lived up to reputation.

WELCOME PRIZES

The scratch bowling team of the ship, rounded up to play at the last minute, in typically British style, managed to scoop the team prize from all other NATO Navies as well as the first and third individual prizes. The team arrived back on board so laden with their awards, which were all large bottles of brandy, that they only just reconnoitred the brow. Lion also won the shooting and gave a very good account of herself in the sailing.

The official reception held on the quarterdeck was a great success, and the Beating Retreat by the Royal Marine Band was very much appreciated by all the 300 guests. As usual there was a children's party on board and this gave quite as much pleasure to the hosts as to the guests.

All in all 'Kieler Woche' was a great success and the ship's company, almost at their last gasp, were quite happy for a spell of 'Outward Bounding' at Scapa Flow, or 'Lyness Woche' as it was called in Daily Orders.

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The first British Admiral to stand on the South Pole

VICE-ADMIRAL Sir John Fitzroy Dwyland Bush, at present Vice-Chief of the Naval Staff, recently spent two years in Washington as Commander of the British Navy Staff. A fascinating trip down to the South Pole was only one of many visits he made to the United States Navy throughout the States and in the Pacific. And there could be few better stepping stones to the appointment of Vice-Chief of the Naval Staff than two years getting acquainted with the potential of a navy many times larger than ours which nevertheless faces problems very similar to our own.

Just what does the V.C.N.S. do? In the April edition of 'Navy News' it was shown that the First Sea Lord, who is the Chief of Naval Staff, is responsible for all aspects of planning, operations, fighting efficiency and requirements for future weapons. For the first two of these—plans and operations—he is assisted by the V.C.N.S.; for fighting efficiency and future weapons he calls in the Deputy Chief of Naval Staff.

V.C.N.S. therefore is concerned with all aspects of naval policy which affect current and future operations and the policy of the Navy—that is its shape and size and purpose. He is the First Sea Lord's deputy on the Chiefs of Staff Committee.

V.C.N.S. is assisted by an Assistant Chief of Naval Staff and Directorates of Naval Planning, Defence Planning, Administrative Planning, Operations, and Intelligence. He is responsible for the deployment of the Royal Marines, and for the Directorate of the Naval Weather Service.

DEPLOYING THE FLEET

To put this in straightforward terms, what does the Vice-Chief of Naval Staff worry about and what does he think of in his bath? As regards operations, he keeps a constant eye on the activities of the whole Fleet throughout the world. If a ship breaks down or is in difficulties if an aircraft crashes and a search is needed; if an incident occurs during, for example, confrontation or if a ship is delayed during refit, the V.C.N.S. is concerned. While he does not operate ships—that is the job of the Commander-in-Chief—it is up to him to see that these

operational commanders get the ships they need to fulfil their tasks. And this is no easy problem when the Navy is as short of ships and is as over-stretched as it is today. Many an attractive visit or relaxed programme has to be rejected because of an urgent operational requirement. At the same time the V.C.N.S. keeps a very close eye on the effect movements of ships have on the sailor and his family.

PLANS AND POLICY

As regards planning, the policy of the Navy is constantly under review together with that of the other two Services for one main reason—money. Successive Governments find that the planned expenditure on defence is too high, orders a review and attempt to cut down. This involves immense work for the planners. First of all they are working 10 or 20 years' ahead when very little is known of political circumstances. What bases will there be? Who will be the enemy? At the same time ships take a long time to build and decisions should be made NOW. To convince the Secretary of State for Defence and the Government of precisely what expensive ships, aircraft and equipment should be ordered now to come into service in 10 years' time is never easy. And it is safe to say that if only money were less tight the V.C.N.S. would be advising the First Sea Lord to ask for a Fleet half as large again to compete with our many tasks.

DESTROYER MAN

Vice-Admiral Bush was born in 1914 and entered the Navy in 1933. He won his first D.S.C. in the Nubian



Vice-Admiral Sir John F. D. Bush, K.C.B., D.S.C. and two Bars

in 1941 and his second in the same ship off Crete in 1942. He commanded destroyers Belvoir, Zephyr and Chevron in the next four years, during which time he gained a third D.S.C. and was mentioned in despatches. Essentially a 'destroyer man,' when not at sea (and he commanded the Cadiz and the 6th Frigate Squadron since the war), Admiral Bush has spent most of his time as a planner, as a Commander in Plans Division, as Secretary of the Joint Planning Staff, and later as Director of Plans. From 1957-59 he had a breath of fresh air as Commodore R.N. Barracks, Chatham. On promotion to Rear-Admiral in 1961 he flew his flag as Flag Officer Flotillas, Mediterranean, for 19 months before going as C.B.N.S. Washington. He became V.C.N.S. in April, 1965. He lives at Fareham.

Admiral Sir Charles Madden, Bt., G.C.B., will be placed on the Retired List on August 11.

Lieut.-Cdr. S. S. Noble, R.N., a former commanding officer of H.M.S. Victory, who has been superintendent of the training ship Foudroyant in Portsmouth for the past seven years, is retiring from that appointment shortly. The new superintendent is to be Lieut.-Cdr. A. Langley, R.N., who followed Lieut.-Cdr. Noble as commanding officer of Lord Nelson's flagship.

FAMOUS SHIP GOES TO THE BREAKERS

H.M.S. Starling, the ship made famous in the Second World War by Capt. F. J. Walker, C.B., D.S.O., R.N. and the men who served in her, by her exploits as the 'No. 1 U-Boat Killer,' was towed from Portsmouth on July 6 for the breakers' yard.

The Starling (1,925 tons, full load), was a modified 'Black Swan' class frigate and was last employed as a Navigational Training Ship. During the war she sank 14 U-Boats, operating in the main from Bootle.

An Association, called the 'Captain Walker's Old Boys' Association' was founded in May, 1964, with the object of reuniting those personnel who served under the captain in H.M. Ships Stork and Starling.

Mr. E. J. Freestone, D.S.M., the secretary of the Association, whose address is H.M.S. Eaglet, Salthouse Dock, Liverpool, 3, would be pleased to hear from people who served in the ships named.

MAGNIFICENT FIELD GUN CREWS

AFTER what was the most exciting Field Gun Competition at Earls Court for many years the Fleet Air Arm team won the Aggregate Cup with a time of 47 min. 42 sec., Devonport took the Fastest Time Cup with a record time of 2 min. 51.6 sec., and the Inter-Command Cup is shared by Devonport and Fleet Air Arm with 27 points each.

Times throughout the competition were exceedingly good, and the 'three-minute barrier' was broken on many occasions. Fleet Air Arm's best time was 2 min. 51.9 sec. and Portsmouth's best time was 2 min. 58 sec. Although Portsmouth managed to get only 17 points during the competition, the team was only 24 sec. in the aggregate behind Devonport. And this after 16 runs! Final figures:

	Aggregate	Fastest	Pts.
Portsmouth	49m. 43.3	2m. 58	17
Devonport	49m. 19.3	2m. 51.6	27
F.A.A.	47m. 42	2m. 51.9	27

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate:

To Acting Chief Engine Room Artificer
MX 842934 R. Pettitt, MX 857399 A. Newton, MX 857519 P. Dixon, MX 803691 G. R. Keogh, MX 857730 H. P. Ruler, MX 888526 C. O. Williams, M945893 J. W. Dowbekin, MX 887728 E. G. Rudkin, M 951107 M. V. Johnston, MX 902586 C. J. Viney.

To Acting Chief Mechanician
KX 894633 J. Barnard, KX 892238 L. B. Higley, KX 914353 R. J. Tod.

To Chief Shipwright Artificer
MX 887890 J. D. Rogers, 051800 M. J. Fisher, M 928882 M. J. Woolley.

To Chief Engineering Mechanic
KX 727589 D. Nelms, KX 740344 K. I. Naglennon, KX 894463 L. W. N. Bowhay.

To Acting Chief Ordnance Artificer
M 933701 M. S. Pearce.

To Acting Chief Electrical Artificer
MX 902229 W. E. Buckingham, MX 902633 G. W. Burridge, MX 920222 A. F. Wilde.

To Acting Chief Electrical Mechanician
MX 835403 W. J. Noble.

To Chief Electrician
MX 903882 T. Walters.

To Chief Radio Electrician
MX 893545 R. E. Armstrong, MX 855009 W. J. E. Lawrence, MX 893844 J. Macdonald.

To Chief Radio Supervisor
JX 865851 M. S. Baker, JX 760207 A. W. Chaplin.

To Chief Radio Supervisor (W)
JX 921913 T. J. Phillips, JX 908643 D. Dean.

To Chief Communication Yeoman
JX 661953 A. R. Tillet.

To Sick Berth Chief Petty Officer
MX 887381 R. J. D. Bishop.

To Chief Petty Officer
JX 760287 J. R. Kelleher, JX 371590 G. A. Sheldrake, JX 836510 A. Graham, JX 170961 A. G. F. Leaney, JX 646394 J. H. Oakman, JX 150150 J. D. Simpson, JX 860074 P. R. Gray.

To Master-at-Arms
MX 581617 D. J. Anderson.

To Chief Petty Officer Writer
MX 875864 W. P. Northfield, MX 721971 W. J. F. Peach, MX 848024 E. C. Shilstone.

To Chief Petty Officer Stores Accountant (S)
MX 859430 D. Gasser, MX 896540 R. A. Watts, MX 842772 J. M. Muirhead, MX 827813 J. D. Savage, MX 854678 F. B. Tuohy.

To Chief Petty Officer Cook (S)
MX 890921 K. E. Hall.

To Chief Wren (Quarters Assistant)
108341 C. M. Logan, 69037 C. Mackay.

To Chief Wren (Communications)
109726 F. E. E. Sampson.

To Acting Chief Artificer (AE)
L/FX 669134 T. A. J. Griffiths, L/FX 669751 R. Pollock.

To Chief Air Fitter (AE)
L/FX 817486 D. Lay, L/FX 837959 G. D. Howe.

To Chief Air Fitter (O)
L/FX 837627 L. M. Davies.

To Chief Airman (AH)
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Miss L. M. Pope, Ilchester, winner of Yeovilton's Air Day raffle, receiving £85 from the commanding officer, Capt. T. G. V. Percy, R.N.

AIR DAY TAKINGS £2,700

OVER 18,000 people streamed into R.N. Air Station Yeovilton from the West Country and Midlands for Yeovilton's Air Day on July 3. This was a fitting record attendance for the station's Silver Jubilee Air Day and was thought by many to be the best public display ever seen at Yeovilton.

The stars of the show were the United States Navy's flight demonstration team, The Blue Angels, making their only public display in Great Britain during their European tour.

Over 50 aircraft took part in the flying display ranging from a scramble by a Vulcan of 35 Squadron, Cottesmore, to a formation sequence by three Hillers of 705 Squadron, Culdrose. The Fleet Air Arm had displays by all the operational types of aircraft and, for the enthusiasts' appearances were made by Roborough

Tiger Moths, The Swordfish, a Spitfire and the only remaining Hurricane.

Sixteen aircraft drawn from 766 and 899 Sea Vixen Squadrons and from Airwork Services' Sea Venom Squadron formed the mass flypast and a Lightning of 92 Squadron startled the spectators by doing 'reheat' turns inside the airfield boundary.

The flying display lasted two hours but there were many other attractions for the visitors, particularly for children. With pony rides, side shows, and pleasure flights in both gliders and the only remaining De Havilland Dragon, and many static displays of all types, there was much to see and do.

The total takings for the day were about £2,700, over twice any previous year, and in due course the proceeds will be donated to Naval charities.

Devonport Fleet Club modernised

THE new accommodation in the Royal Fleet Club, Devonport, opened by the President of the Council of Management and Commander-in-Chief, Plymouth, Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O., on July 14, represents the fruits of nearly two years' planning and discussion.

Originally situated in St. Aubyn Street, and called the Royal Sailors' Home, the Club has, for 112 years, provided food and lodging for the Fleet ashore.

The first stage of a comprehensive modernisation programme was the re-institution of the ballroom by removing old cabins, and this was financed entirely by Club funds. It can now hold, comfortably, 100 couples and is ideal for ship's company dances, wedding receptions, smoking concerts or socials.

The second stage of the scheme has

been much more ambitious: 32 single cabins, with hot and cold running water and contemporary furnishings, have replaced the small ballroom, old offices and sleeping quarters, occupying the first and second floors. While the total number of cabins in the Club has been reduced, the aim of the Council of Management has been to produce an adequate number of

pleasant cabins with amenities comparable to those of the modern small hotel room. In fact the Club now offers the cheapest and most up-to-date accommodation in the Plymouth area.

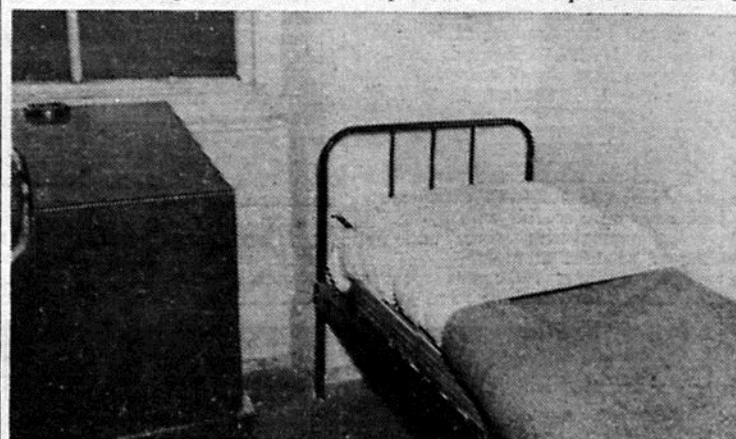
Ships and establishments all over the world have given £1,500 to help finance this part of the scheme, and the rest of the £13,500 needed was made up by generous contributions of £4,000 each from the Nuffield Trust, the Naval Central Fund and the King George's Fund for Sailors.

The job, however, is not finished. The Council of Management visualise a final phase in the improvements which would substitute another 14 cabins for the remaining cubicles. If this is to take place, however, the facilities now open must be fully used, and existing funds augmented. The Club will then be completely equipped to maintain the services so well provided in the past.

Rear-Admiral C. P. Mills, C.B., C.B.E., D.S.C., is to be Flag Officer, Second in Command, Far East Fleet, in succession to Rear-Admiral F. J. Hill-Norton, C.B., the appointment to take effect in January, 1966.



A cabin after modernisation and refurnishing



An old cabin before modernisation

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Victorious steamed 125,000 miles—equal to five times round the world—in two years

WELL OVER 10,000 DECK LANDINGS

H.M.S. Victorious returned to Portsmouth on July 27 after an absence of nearly two years, during which time she has steamed 125,000 miles, equal to five times round the world, and there have been well over 10,000 landings on her flight deck.

When the ship left Portsmouth on August 14, 1963, under the command of Capt. (now Rear-Admiral) P. M. Compston, R.N., it was for a two-year commission, the first year of which only would be spent East of Suez. The requirement to keep her East of Suez however made it necessary to recommission the ship by air, a feat never before undertaken by a ship of her size. Between June and November, 1964, some 2,000 officers and men were flown out to Singapore and a similar number flown home again. The recommissioning was done mostly in August and November when 26 special aircraft were chartered.

There are about 40 of the original men still on board the carrier, who volunteered to stay on. They were specially flown home for three weeks' leave in July, 1964.

FAST PASSAGE

The ship had left Portsmouth a week earlier than planned and she made a fast passage out, passing through the Suez Canal a week after sailing. The first work-up period was spent off Aden and it was while the ship was there that Malaysia came into being and this event was to affect the ship's activities for the rest of her time abroad.

Singapore was reached in October, 1963, and before Christmas, spent at

Singapore, the ship visited Hong Kong and the Philippines. After Christmas the ship sailed for East Africa, becoming, temporarily, a Commando carrier, for the troubles in Tanganyika and Zanzibar.

After a large scale exercise and trips to Singapore and Hong Kong Victorious sailed for Japan (Yokosuka), where both Japanese and American hospitality were enjoyed. It was there that the ship's company impressed the U.S. Navy by their capacity for beer. Towards the end of the visit a notice appeared in the American Fleet Canteen "Congratulations to H.M.S. Victorious. In one week you have drunk more beer than the entire U.S. Seventh Fleet drinks in a month." Time was found for other occupations, too, and one party climbed Mount Fujiyama.

It was not all fun and games however. Exercise followed exercise and the days were so full with flying that replenishment with stores and fuel had to be done at night.

Part of June, 1964, was spent at Singapore for docking and main-

tenance and after shaking down and working up the new team, the carrier sailed for Australia. Everyone in Fremantle went out of their way to help make the visit a success. A special entertainment office was set up on board to cope with the private invitations which flooded in. To repay hospitality, the ship was open to the public four days running and over 5,000 people came on board each afternoon.

It was a sad moment when the ship steamed away, but some romances had only just begun. A Chief Petty Officer met a nurse



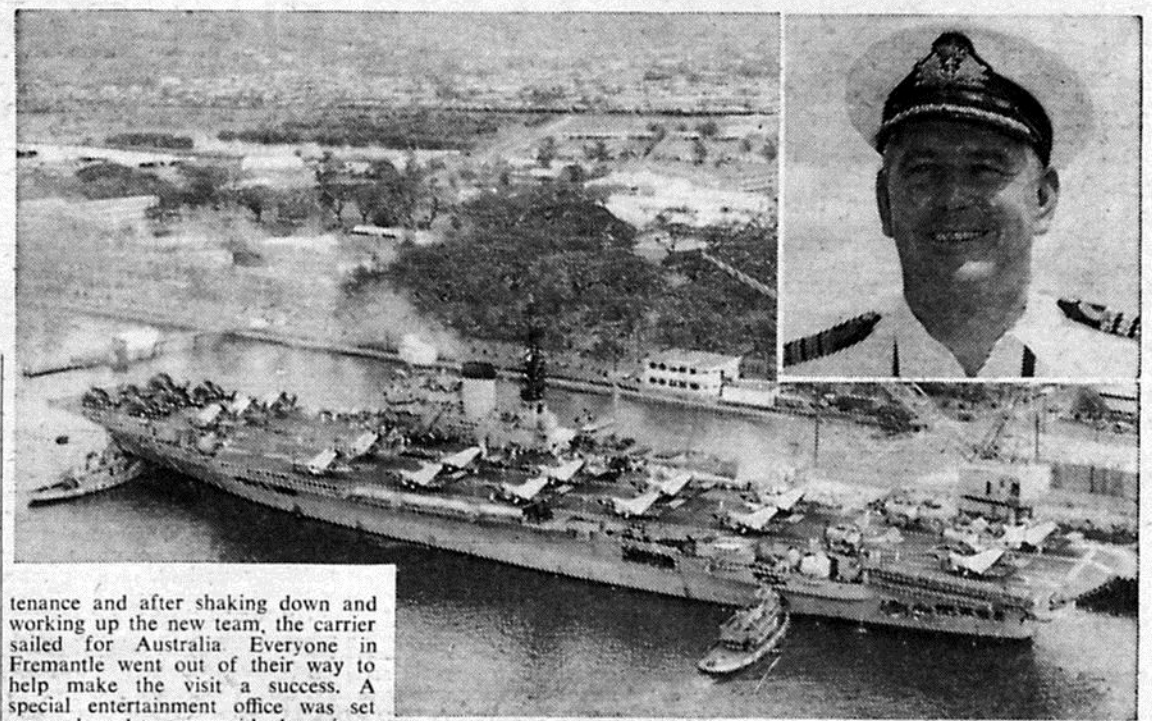
A Gannet AEW aircraft of 894 "A" Flight

ashore. On leaving the ship in November he joined R.N. Air Station, Culdrose. The nurse got a job at Falmouth Hospital and on April 3, 1965, they were married. A Communication Yeoman who remained in the ship also left his heart in Fremantle. His fiancée and her mother paid a visit to Singapore. In June, while the ship was undergoing a short maintenance period before starting the passage home, he obtained the Captain's permission to fly to Australia, and the wedding took place on June 23.

On returning to Singapore from Australia it was found necessary to dock the ship to cure a defect in her rudder. During this time the ship's company turned their attention to sport again, the ship's soccer team maintaining an unbeaten record against all comers. L.R.O. Hampton and M(E) Pearson, who kept themselves in training by running round the flight deck whenever flying was not in progress, entered the All Malaysian Marathon over a full Olympic course



A Buccaneer strike aircraft of 801 Squadron. Above — a Sea Vixen all-weather fighter of 893 Squadron



H.M.S. Victorious arriving alongside the U.S. Naval Base at Subic in the Philippines. The town of Olongapo can be seen in the background. Inset—Capt. D. L. Davenport, O.B.E., R.N., the present commanding officer

and came second and third respectively. Hampton, who after 19 miles was leading by a mile, would have won the race easily had he not suffered the agonies of cramp in the closing stages. After fighting off the pain for six miles he was only overtaken in the last half-mile.

In October, 1964, Capt. D. L. Davenport, O.B.E., R.N., took command of the ship.

CHRISTMAS AT SINGAPORE

The final recommissioning team flew out at the beginning of November and the ship settled down to getting fully worked-up again. It had been hoped that the ship would spend Christmas at Hong Kong, but this was not to be as the political situation led to the requirement for Victorious, the major unit of the Far East Fleet, to be within easy reach of Singapore.

After Christmas the ship continued with her concentrated flying programme and all but seven days of January were spent at sea. Again there were more exercises, mostly with the United States Navy. During one exercise a Phantom F4 from

U.S.S. Ranger visited the ship for "touch and go" landings and became the first Phantom to land on a British carrier.

Hong Kong seemed even more attractive after a busy month and the cancellation of the Christmas visit, but the beginning of March saw the ship back at Singapore preparing for four weeks' really hard work, culminating in FOTEX 65, in which 40 ships took part, including four carriers, Victorious, Eagle, Melbourne and Bulwark.

Japan and Hong Kong lay ahead, but it was no quiet passage north and flying and other exercises continued all the way. Kobe was reached on April 12. While the ship's company was keen to see Japan, the Japanese were equally keen to see the ship. On Maundy Thursday 7,000 were able to see the ship but on Easter Saturday it was a different story. The crowd swarmed to the jetty from all directions. The ship was opened early to help reduce the queue but still it grew and grew. The police were at

(Continued on page 13, column 1)

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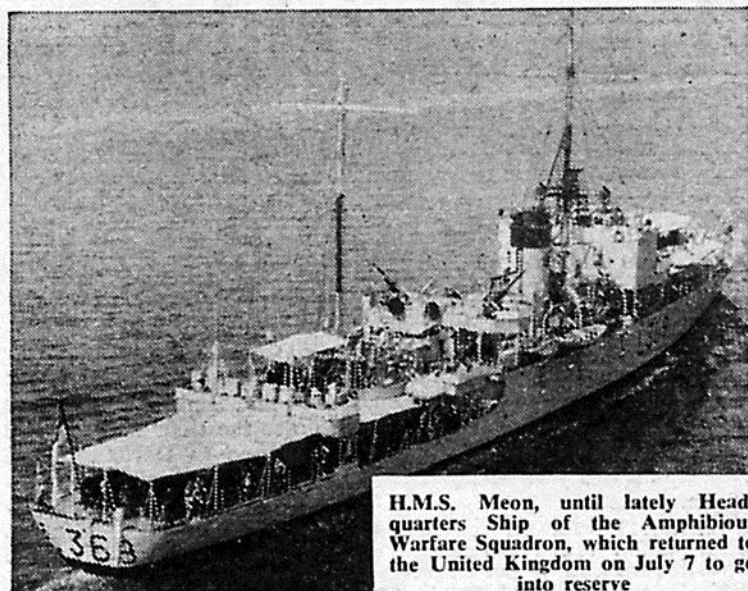
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H.M.S. Meon, until lately Headquarters Ship of the Amphibious Warfare Squadron, which returned to the United Kingdom on July 7 to go into reserve

To Reserve

H.M.S. Meon, the only landing ship headquarters (small) in the Royal Navy, arrived at Spithead on July 7, the end of her last passage before going into Reserve. During her lifetime she has steamed more than a quarter of a million miles.

Launched at Glasgow on August 4, 1943, Meon was first commissioned with a Canadian crew on New Year's Day, 1944, joining the 9th Escort Group of the Royal Canadian Navy. For the last five years she has been serving in and around the Persian Gulf and she celebrated her 21st birthday at Bahrain last January. She gained Battle Honours for operations in Normandy, the English Channel and in the Atlantic during 1944-45.

BLACKPOOL HAD A LOOK AT THE TOWER

H.M.S. BLACKPOOL returned to Chatham on July 3 for maintenance after a very busy six weeks with the Home Fleet, six weeks which left the ship's company somewhat breathless.

After the Portland work-up the ship went to Portsmouth to prepare for her first duty, part of the Royal Escort for the Queen returning from the State Visit to Germany. As expected, it was a wonderful occasion and the memory of the tumultuous farewell by thousands of Germans as H.M. Yacht Britannia moved down river from Hamburg, just after sunset on May 28, will not readily be forgotten. Before reaching Portsmouth the ship, in company with H.M.S. Lowes-

toft, had the honour of steaming past the Royal Yacht, and manning and cheering ship for Her Majesty, who was clearly visible on deck.

From Portsmouth, Blackpool went to Rosyth and welcomed a large number of visitors for Navy Days. At the same time 30 of the ship's company 'lost' themselves in the Cairngorms for four days' Expedition Training. They were very lucky with the weather and returned brown and blistered.

On June 9 H.M.S. Blackpool arrived in the Upper Pool at London accompanying H.M.S. Lowestoft flying the flag of the then Commander-in-Chief, Home Fleet, Admiral Sir Charles Madden. Lovely weather crowned the stay during which the ships entertained a large number of schoolboys and members of the public.

'EMERGENCY PAYMENT'

The next visit was to Blackpool, a visit which had been anticipated with great pleasure, and the ship anchored to seaward of the famous Tower on June 16. Those who went ashore that evening knew that they were in for a wonderful time. They were right and it lasted 48 hours—since gale force westerly winds sprang up during the night and over 100 officers and men had to remain ashore. They were well looked after and the Borough Treasurer lent some money so that an emergency 'Hands to Payment' could be held in the Town Hall.

For those on board, however, it meant an anxious time with anchor watch and steam raised. It was only with the assistance of the Fleetwood lifeboat that all libertymen were finally able to re-embark on the evening of June 18.

After that slight disappointment the ship carried out exercises off London-derry, during which much value was gained working in company with units of the Royal Canadian Navy. The North West Approaches managed one gale, but the exercise ended in rather more traditional summer weather.

And so to Chatham. Seasonal leave had been well earned after this busy but satisfying time, and thoughts of those on board are now turning to sorting out tropical uniform in readiness for the ship's first 'foreign leg.'

CHEQUERS TO BE BROKEN UP

THE destroyer Chequers arrived at Chatham from Portsmouth on August 3, under tow, for de-equipping. She is on the disposal list and will, it is expected, eventually be broken up.

It will be recalled by many that the Duke of Edinburgh was her First Lieutenant in the Mediterranean shortly after his marriage to the then Princess Elizabeth.

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H.M.S. Onslaught's crest is presented to the driver of the engine Onslaught. In the photograph can be seen C.E.R.A. Brooks and his small son, Lieut.-Cdr. Carnegie, R.N., and the driver of the engine with representatives of British Railways, Western Region

R.N. AND B.R. GET TOGETHER

TWO Onslaughts alongside each other was the order of the day in Millbay Docks, Plymouth, recently. It was not entirely by coincidence that the submarine H.M.S. Onslaught berthed on Millbay Pier shortly before the 'Warship' class diesel locomotive Onslaught came trundling gently up to the buffers a few yards from her bows.

The Commanding Officer of the submarine version of Onslaught, Lieut.-Cdr. D. F. Carnegie, R.N., greeted the driver and crew of the railway version, who had been preceded to the docks by various members of the executive staff of British Railways, Western Region. A ship's crest was presented to the engine and the ship received the engine's depot number plate.

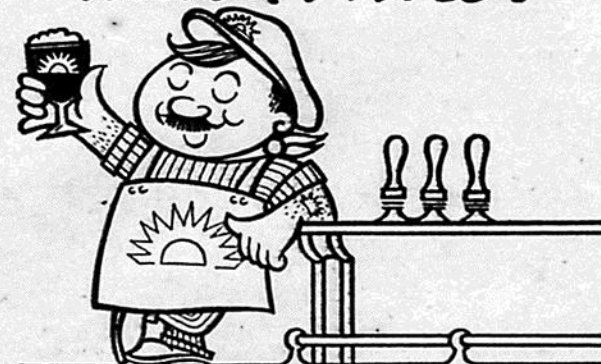
Thereafter it was 'lot time' and this was followed by luncheon for all on board. After lunch many a childhood ambition to ride the footplate was fulfilled as the submariners drove the engine up and down the dockside.

At three o'clock both Onslaughts slipped and proceeded, the one back to her berth alongside H.M.S. Adamant and the other back to North Road station. Both sides had had an interesting and enjoyable glimpse of life in a different Onslaught.



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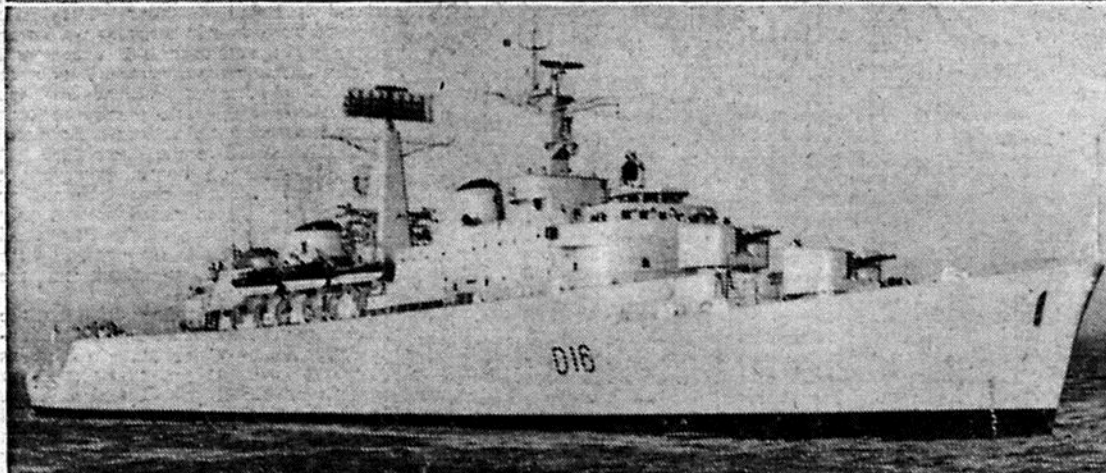
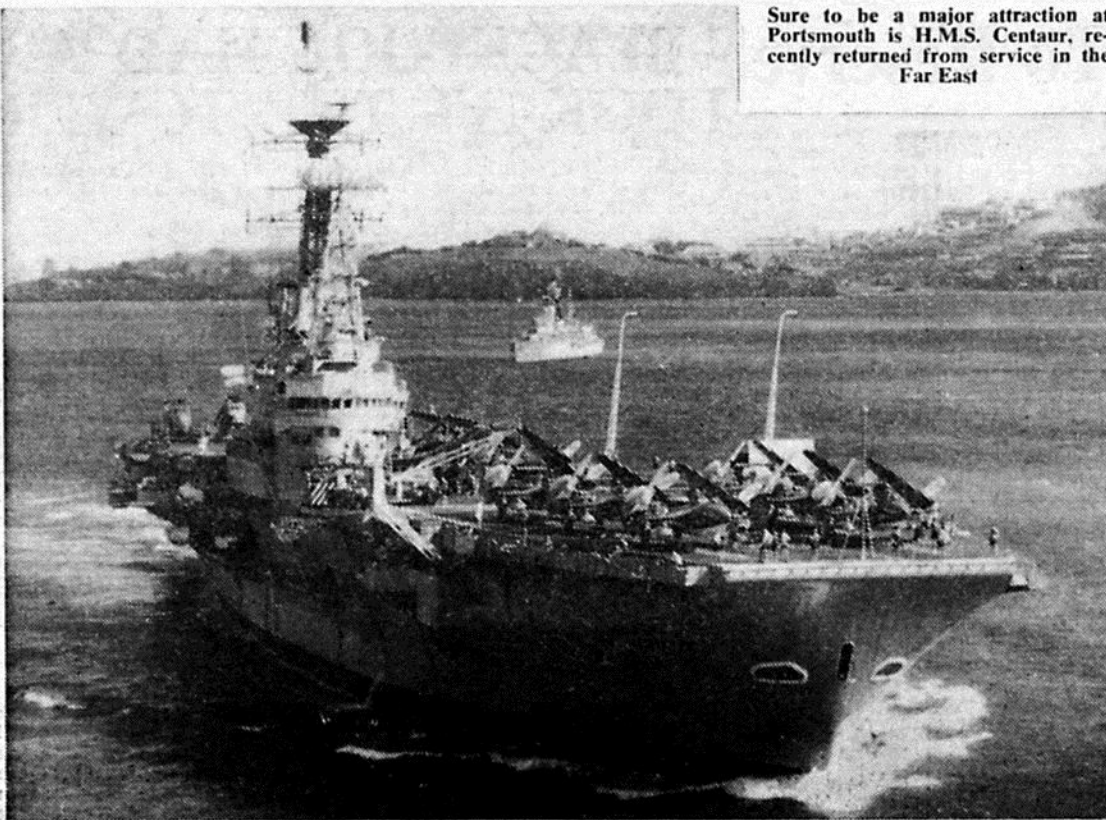
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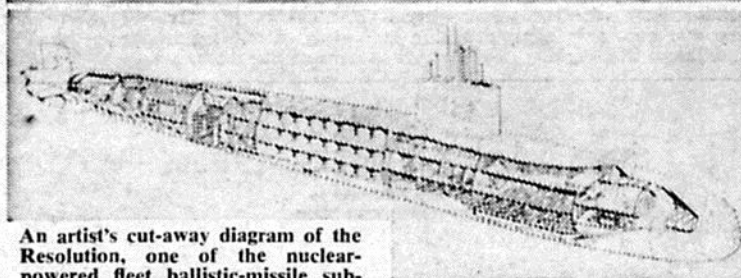
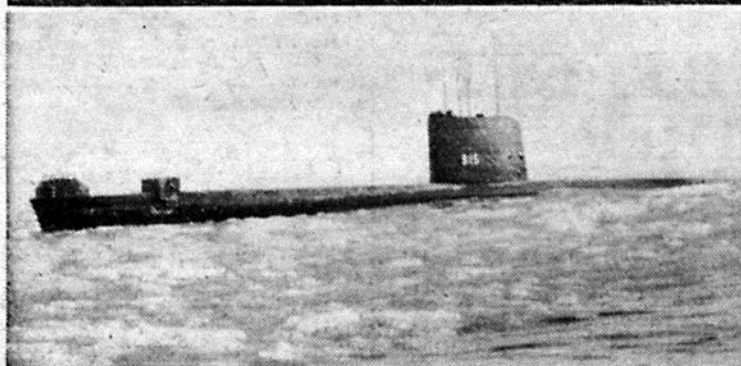
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Sure to be a major attraction at Portsmouth is H.M.S. Centaur, recently returned from service in the Far East



Above: H.M.S. London, the 'County' Class guided-missile destroyer, which returns from the Far East on August 24, will be open to visitors at Portsmouth. Left: H.M. Submarine Narwhal, shown among the pack ice in the Arctic, will be open to visitors at Plymouth



An artist's cut-away diagram of the Resolution, one of the nuclear-powered fleet ballistic-missile submarines being built for the Royal Navy



The escort maintenance ship H.M.S. Triumph, at Singapore, last April. She provides facilities for almost any type of work on board the complex modern destroyers and frigates. Alongside (from left) are H.M. Ships Loch Killisport, Zest, Lincoln and Whitby. Top left is the carrier H.M.S. Eagle and above, right, is the commando ship H.M.S. Bulwark

See the ships—meet the men

ROYAL NAVY IS STILL A VAST FORCE

OVER the many years that Navy Weeks and Navy Days have been in operation literally hundreds of thousands of people have visited the various Royal Dockyards to 'See the ships and to Meet the Men who man them,' and those that go to Devonport and Portsmouth this year—August 28, 29 and 30—will again find much to interest them.

The Royal Navy always goes out of its way to see that its guests enjoy themselves and this year, at both places, every effort has been made, within operational requirements, to put on view ships of every kind and to enable the public to see something of what they pay taxes for.

All profits derived from Navy Days are devoted to Naval charities and it is interesting to record that the years 1961-1965 (incl.) the very large sum of £90,659 has been paid to the various charities from the proceeds of Navy and Air Days up and down the country.

For their money this year visitors will have opportunities to go on board many ships and will be able to view exhibitions and displays designed to show what the Navy is doing in every field. There will be trips around the harbour in landing craft and, the cobbles in the yards being somewhat hard on the feet, there will be rest places with refreshments available.

The admission charges are: Adults 3s., children under 14 1s. 6d. Programmes may be obtained from the Navy Day Secretaries at either H.M.S. Drake or R.N. Barracks, Portsmouth, price 2s. 6d. (including postage), and these programmes include excellent photographs of the ships which are open to visitors.

CENTAUR AT PORTSMOUTH

At Portsmouth the ships open to visitors are the aircraft carrier Centaur, the cruiser Lion, the guided-missile destroyer London, the 'Tribal' class general-purpose frigates Eskimo and Gurkha, and the frigates Rhyl, Berwick, Wakeful and Pellew. The Royal Fleet Auxiliary Tideflow, an oiler, will also be open to visitors and the submarines include Alderney, Fin-whale, Talent and Tireless, and there are two coastal minesweepers, the Brönington and Wolverton.

Exhibitions at Portsmouth include Engineering, by H.M.S. Sultan; Gun-nery, by H.M.S. Excellent; Underwater

warfare, by H.M.S. Vernon; Communications, by H.M.S. Mercury; Electrical, by H.M.S. Collingwood; and other exhibitions of Damage Control, Royal Marines, Cookery, Navigation and Direction, Medical and a Fleet Air Arm display by H.M.S. Ariel. Displays include Diving, by H.M.S. Vernon, Assault craft, and a special aircraft display from R.N. Air Station, Yeovilton.

There will be music by Royal Marine Bands in the Victory Arena each day from 5 p.m. to 6 p.m. On Monday, August 30, the Gurkha Regiment will be present with Pipes and Drums in the arena.

At Plymouth among the ships open to visitors will be the cruiser Tiger, the frigates Yarmouth, Wizard, Torquay, Penelope, Eastbourne, Dundas, the helicopter support ship Lofoten, Adamant, the submarine depot ship, Olynthus, the R.F.A. Fleet Replenishment Ship, the Fast Patrol Boat Brave Borderer, and the submarines Narwhal, Opportune and Alaric.

STATE OF THE NAVY

What is the state of the Royal Navy today? While it is true that compared with the mighty armadas of the United States and the U.S.S.R., the Royal Navy, despite its many commitments, is quite small, it is, nevertheless, a vast force. The United States can

(Continued on page 11)



DREADNOUGHT'S FIRST SOCIAL VISIT ABROAD

IT was quite an event for the ship's company of H.M.S. Dreadnought when she paid her first ever social visit to a foreign port on July 9. She had sailed past the Hook of Holland, up the River Maas, to Rotterdam, where she berthed alongside the Submarine Depot Ship, H.M.S. Maidstone.

Maidstone was at Park Kade, not far from the 400 ft. tall Euromast, and was dressed overall to mark the visit of the Dutch royal family to Rotterdam, and soon after Dreadnought's arrival the Royal Guard was paraded on the quarterdeck to honour the royal party as it passed, by water bus.

A full programme of events was organised for the visit of the two ships, including sight-seeing tours, visits to breweries, a Tattoo to which

over 100 were invited, and a reception by the Burgomaster. Every effort had been made to ensure that the stay in Rotterdam was an enjoyable one.

The Chief Petty Officers created a precedent for the 3rd Submarine Squadron when they gave a reception for over 100 guests on Maidstone's quarterdeck.

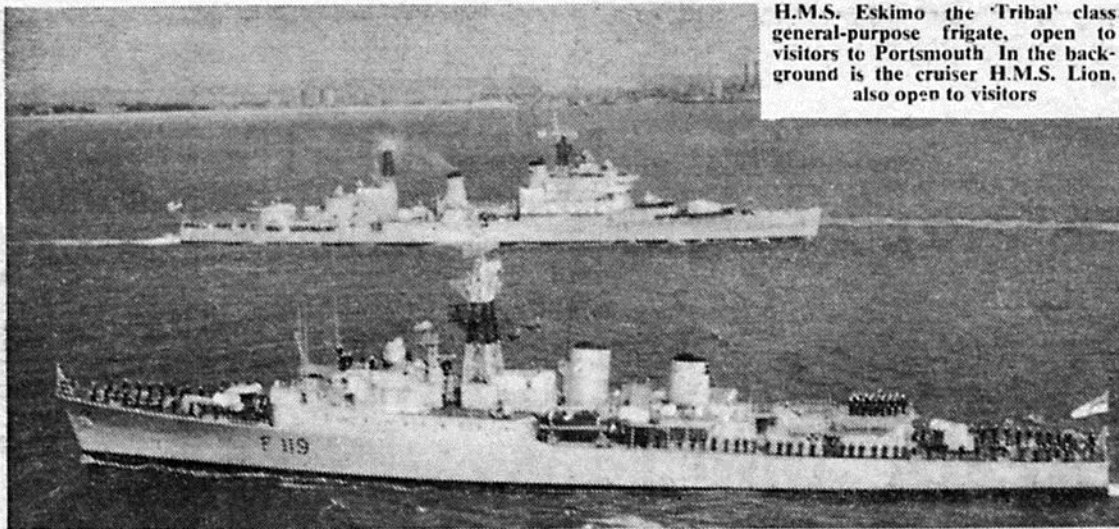
'Open Day' on the Sunday, July 11, also proved to be very popular with the local people; over 4,600 visitors went on board Maidstone

H.M.S. Dreadnought, at Rotterdam, about to go alongside H.M.S. Maidstone.

during the afternoon, and autograph-hunting proved a popular sport.

In spite of bad weather, slides, swings and skittles were out on deck on Monday, July 12, when about 80 orphans were entertained by the Squadron. Protected by the quarter-deck awning they slid, swung and bowled with abandon for about an hour before being taken below for a film show, followed by tea.

The visit was rounded off with another reception on the Tuesday. Wednesday morning saw both ships move down the Maas towards the open sea, carrying such extras as clogs, Delft-ware, dolls, Dutch cigars, and a variety of goods to delight the heart of the Customs Officers.



H.M.S. Eskimo the 'Tribal' class general-purpose frigate, open to visitors to Portsmouth. In the background is the cruiser H.M.S. Lion, also open to visitors.

(Continued from page 10)

muster nearly 2,500 ships of all kinds and the U.S.S.R. somewhere near 3,500, whereas the Royal Navy's strength, in all classes, including tugs and miscellaneous craft, is under 650.

However, when the Commonwealth navies and N.A.T.O. countries are combined over 2,300 ships can be mustered, excluding the huge numbers of the United States.

MODERN SHIPS AND WEAPONS

But the Royal Navy itself? If money was no object it is certain that the Royal Navy would have more ships, but those now operational are, in the main, modern ships with the most modern weapons, and with men the equal of any. There are seven carriers (including the two commando ships), two cruisers (not including Blake, being converted to a helicopter cruiser, and Belfast, in reserve), about 28 destroyers, including the guided-missile destroyers of the 'County' class.

In the frigate world there are about 80, nearly all of them completed within the last eight years. There are some 40 submarines, and with four 'Polaris' and two more nuclear-powered hunter-killers (Valiant and Warspite) being built, the submarine fleet is a most powerful force.

The depot ships, repair ships, survey ships and the like, together with considerable numbers of coastal and inshore minesweepers, R.F.As., tugs and miscellaneous craft, make up the number to just over 600.

KEEPING THE PEACE

The huge distances steamed each

year by ships give an indication of the work that the Royal Navy is doing all over the world. Malaysia, Aden, Kuwait, East Africa, West Indies—where there is trouble, whether it is insurrections or typhoons, the Royal Navy is there, helping to preserve the rule of law or to take succour to people in distress.

It is interesting to record that although the Royal Navy has had to relinquish the position she once held as the largest navy in the world, the number of officers and men today—approximately 100,000—is about the same as it has been, apart from war years, for the last 100 years.

Throughout the centuries the Royal Navy has fulfilled all the duties it has been called upon to perform. It will do so in the future, for it has fine ships and the best of men to man them.

Open Day for Chatham

FOLLOWING the public interest shown in the recent Victory Bicentenary Celebrations, when some 22,000 people saw the exhibition in H.M. Dockyard and thousands visited H.M.S. Exmouth berthed at Riverside in Chatham, the Admiralty Board has approved that a Navy Open Day should be held at Chatham, on Monday, August 30—Bank Holiday.

Admission to the Dockyard will be free and some eight ships and submarines of various classes will be open to the public. Helicopters will demonstrate life-saving techniques.

Where are they?

THE most powerful force the Royal Navy has ever maintained in the Far East, in peace time, consists of approximately 50 ships, supported by a number of Royal Fleet Auxiliaries, tugs and miscellaneous craft. These 50 ships are among the most modern in the world and range from carriers and commando ships to coastal and inshore minesweepers.

The run-down in the Mediterranean has left only some escort vessels and minesweepers: most of the work hitherto performed in that area by the Royal Navy is being done by ships of other NATO countries. Royal Navy ships from other Commands often make visits to Mediterranean ports.

Ships in the Home Fleet (some are serving in the Home Ports), number about 150, but most of these ships are on General Service Commissions on their 'Home' leg.

In addition, the Royal Navy has ships in the Middle East, South Atlantic and South America, and in the West Indies, while survey ships are operating in many waters.

The Royal Navy has a large number of ships building, refitting and in operational reserve. The latter can be brought forward, in an emergency, in a very short time.

To maintain these ships with stores, fuel, ammunition, and for repair work which cannot be done on board, there are many Royal Fleet Auxiliaries and depot and repair ships, essential to ships which are steaming so many thousands of miles every year.



On May 7 the Freedom of the City of Portsmouth was conferred upon the ships and establishments of Portsmouth. The beautiful silver casket containing the illuminated scroll will be on display in H.M. Dockyard, Portsmouth, during Navy Days.



The cruiser, H.M.S. Belfast, is at Devonport. Severely damaged by a mine in the early months of the Second World War, she was practically rebuilt and served with distinction from the Arctic to Normandy. She was in the Far East during the Korean War.



Right, H.M.S. Eastbourne, the 'Whitby' class, Type 12, A/S frigate which is among the ships open to visitors at Plymouth. Below, H.M.S. Pellew, the 'Blackwood' class, Type 14, A/S frigate, and bottom, H.M.S. Rhyll, the 'Rothesay' class, modified Type 12, A/S frigate, both of which are open to visitors at Portsmouth. The 'Rothesay' class and the 'Whitby' class have a displacement of 2,560 tons (full load), but the 'Blackwood's' displacement is 1,456 tons (full load).

Pirates on South Coast

A SEA mist hid the sun, but the pirates could feel its warmth as they crouched in their boat, waiting for the attack. The wind had dropped, the sea had a glassy calmness, and the day had the peaceful air of a holiday weekend when, through a gap in the mist, a crowded boat could be seen hurrying past within gun range. Able Seaman "Terry" Johnson, the ship's butcher, took careful aim along his shellcase cannon, and fired.

A chapter from Treasure Island? No, but it seemed like something out of a storybook for the 30 children from the St. Gabriel's Children's Home at Brighton, since the thunder-flash battle (for which they had been well prepared) was the start of their afternoon's entertainment on board H.M.S. Brighton (Cdr. A. J. Cooke, R.N.). They had the ship's Gunnery Instructor in their boat anyway, so how could they lose?

Why the St. Gabriel's Home? Well, at the start of the present commission, in January, 1964, H.M.S. Brighton's Welfare Committee decided to adopt a children's home in Brighton, and throughout the commission members of the ship's company have corresponded with the children, each child's birthday has been remembered, and

small gifts sent. P.O. Writer "Stan" Colley has had regular attacks of writer's cramp, caused by writing a postcard to each child from every port the ship has visited.

So, when the ship paid a goodwill visit to the town of Brighton recently, a party for the St. Gabriel's children was a "must." Although it was the last weekend in the United Kingdom before sailing for the second foreign leg in the Far East, there was no shortage of volunteers to entertain the children, and no end of variety in their pirate garbs. But all the people cannot be pleased all the time—as one five-year-old said "I like the ones in blue suits best."



A.B. Carter trains some new "gunners."





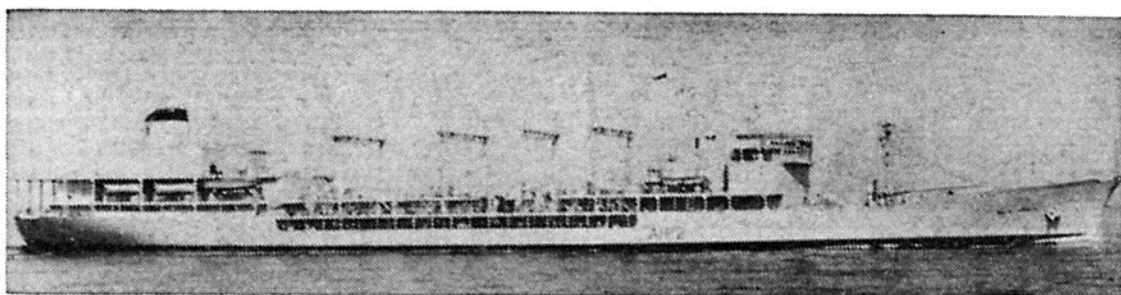
The Commander-in-Chief, Portsmouth, followed by Supt. M. M. Kettlewell, W.P.N.S., inspecting the ship's company of H.M.S. Dauntless.
(Photo.—Reading and Berkshire Chronicle)

C-IN-C. AT DAUNTLESS

ADMIRAL Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. and Bar, Commander-in-Chief, Portsmouth, accompanied by Lady Woods, paid a farewell visit to H.M.S. Dauntless on June 24.

After inspecting the ship's company and ratings under training and taking the salute at the March Past, the C-in-C. and Lady Woods toured the establishment and were afterwards entertained by the W.R.N.S. officers in the wardroom.

Colour was added to the occasion by the appearance of the Royal Marine Band from Lee-on-Solent, which played for Divisions.



R.F.A. Olynthus, the new replenishment tanker

Sophistication key-note of life-line tanker

LARGEST and fastest vessel to join the Royal Fleet Auxiliary Service is the new replenishment tanker, R.F.A. Olynthus, which has been accepted from the builders, Hawthorn Leslie (Shipbuilders) Ltd., at Hebburn-on-Tyne, and after a short work-up will become an important part of the Royal Navy's "life-line at sea."

With a length of 648 feet and a deadweight of 22,000 tons, the new tanker has sophisticated machinery systems installed, equipped with modern forms of automatic and remote control. A feature of the ship is the helicopter landing platform, which will enable helicopters carried by other ships to land on the tanker to collect solid stores and oil in drums for transfer to their parent ships.

EXCELLENT ACCOMMODATION

The Olynthus is expected to spend considerable periods at sea, and a suitably high standard of accommodation has been provided, with comfortable individual cabins available for members of the crew. A considerable amount of space has been utilised for recreational purposes, including lounges and bars, a hobbies room and swimming pool, and facilities for the reception of radio and television programmes and for cinema shows. All these spaces are air-conditioned for service in tropical and cold climates.

Master of the tanker is Capt. I. B. Roberts, of Weymouth, who has been in the R.F.A. Service for 24 years. The total complement is 25 officers and 62 ratings.

The new ship is the second to bear the name in the Royal Fleet Auxiliary Service. The first, also a tanker, supported H.M. Ships Ajax, Exeter and Achilles during the Battle of the River Plate.

The ships of the R.F.A. Service, although working in close liaison with

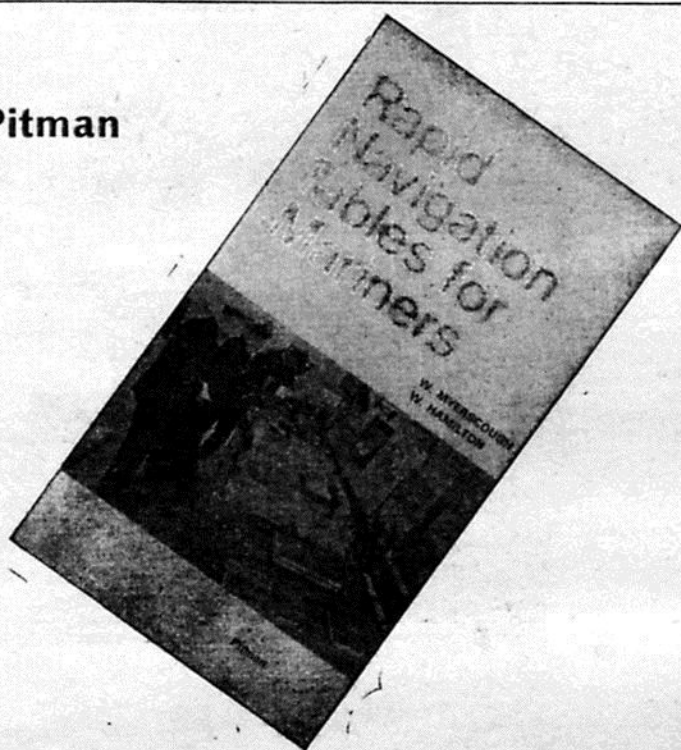
the Royal Navy, have always been manned by officers and ratings of the Merchant Navy who sail under the Blue Ensign. At present 900 officers and more than 2,000 ratings are sailing in R.F.A. vessels.

From eight ships at the outbreak of the First World War, the Service today

comprises some 40 specially equipped vessels of up to 22,000 tons deadweight, including fast replenishment tankers, stores support ships and fast cargo vessels, and under the approved new construction programme, work is already in hand, or about to start, on new ships.

Olynthus is the first of three replenishment tankers for the Service. Sister ships are the Oleander, due to be completed during the next few months, and the Olva which was launched on July 28 by Mrs. Redman, wife of Mr. S. Redman, the Deputy Under Secretary of State (Navy), at the Hebburn Shipyard of Hawthorn Leslie, Ltd.

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Model of Victory for Portsmouth

A SCALE model of H.M.S. Victory, made of copper taken from the ship and silver plated, was presented to Portsmouth on July 28 at a special meeting of the City Council.

The model, the cost of which was defrayed by subscriptions from all naval establishments within the Portsmouth command, is a reciprocal gesture to the granting of the Freedom of the City to the ships and establishments at Portsmouth last May, was handed over to the Lord Mayor (Alderman Frank Lines) and Corporation, by Admiral Sir Wilfrid Woods, Commander-in-Chief, Portsmouth.

Standing in the ante-room between the Lord Mayor's and Lady Mayoress's suites in the Guildhall, all visitors to the Guildhall will see this piece of work.

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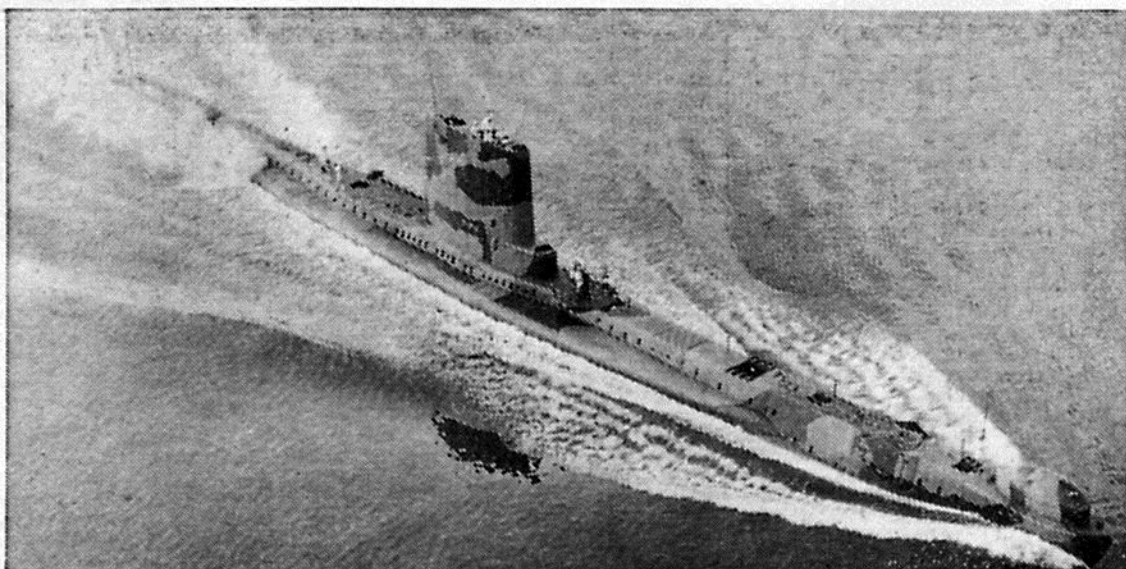


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H.M.S. Alliance, camouflaged, during an exercise in the Far East

Submarine puts up the miles in two-year trip

H.M.S. Alliance, (Lieut.-Cdr. J. P. A. Purdy, R.N.), returned to Devonport on July 16 after more than two years away from England, during most of which time she has been based on Singapore, and has steamed over 70,000 miles.

The submarine, then commanded by Lieut.-Cdr. A. G. A. Pogson, R.N., sailed from Portsmouth in May, 1963, and took the South Africa route to the Far East, visiting Madeira, Dakar, Simonstown, Cape Town, Port Elizabeth, Durban and Aden, and exercising with Royal Navy and South African Navy ships en route. She arrived in Singapore, to join the Seventh Submarine Division, some five months later, where the wives had just flown from England to meet the submarine.

During her time in the Far East Alliance played a busy part in Fleet Exercises with the Royal Navy, United States Navy and Royal Thai Navy ships. Despite the great distances involved she also found time to visit Hong Kong three times, Bangkok twice and Pulau Tioman five times. Hong Kong was generally considered to be the best port for 'rabbits' though this was in doubt for a short time after one visit to Bangkok, when a live rabbit was found grazing in the Fore Ends.

All the ships of the Far East Fleet are at constant readiness to deal with the Indonesian 'confrontation' of Malaysia, and the submarines are no exception. The photograph shows H.M.S. Alliance fitted with guns and black and grey paint for camouflage.

H.M.S. Alliance left Singapore on June 9 and visited Aden, Malta and Lisbon on her journey home.

H.M.S. VICTORIOUS (cont'd)

(Continued from page 8)

last overcome by sheer numbers and the ship had to be closed before things got out of hand. A lucky three to four thousand were already on board, but the remaining 15,000 or more had to be content with viewing the ship from the jetty.

ANOTHER EXERCISE

After the 200 mile passage of the Inland Sea of Japan there were flying exercises off Okinawa before the ship's final visit to Hong Kong. Money flowed and the 'rabbits' poured on board and then back to sea and another exercise—Seahorse which involved escorting a military convoy from Manila to Bangkok in the face of submarine and air opposition. The exercise finished in the Gulf of Thailand. The escorts were able to go up river and enjoy Bangkok, but the carriers, Victorious, H.M.A.S. Melbourne and U.S.S. Bennington had to anchor off Bang Saen, with a four-mile boat ride and a 60-mile bus trip between the intrepid shore-

Lt.-Cdr. John De Winton, R.N., was, as Senior Pilot, one of the original pilots, but of the original Squadron only two ratings remain, everyone else having been relieved in the Far East. The Squadron disbanded on July 29, but reforms in October with the improved Mk. II Buccaneer.

The Wessex helicopters of 814 Squadron have been associated with Victorious since August, 1963, but a previous commission in H.M.S. Hermes has kept them in the thick of the fray in the Far East for the past three years. When the squadron stepped ashore at Cudroze it was their first appearance on English soil since November, 1962.

The 849 'A' Flight—Gannets—have carried out many varied and interesting tasks as well as their normal AEW role, from ferrying V.I.P.s, acting as strikes, providing an efficient mail service, carrying out weather reconnaissances and even intercepting incoming raids. Not least of these tasks was the night patrolling of the East and West coasts



A Wessex A/S Helicopter of 814 Squadron. The Squadron has been in the Far East for the past three years

goers and the sights of Bangkok. Those who made it were well rewarded for their trouble in spite of being soaked in a tropical downpour during their boat trip back to the ship.

June (1965) was spent based in Singapore with some local flying and another short exercise. The end of the month saw Victorious steam proudly out of Singapore with paying-off pennant flying after nearly two years of valuable service in the Far East Fleet.

EMBARKED SQUADRON

Of the Air Squadrons on board, 801 Squadron, flying Buccaneer S. Mk. I's embarked on August 14, 1964. The present commanding officer,

of Malaysia, looking for Indonesian aircraft and ships, a role the R.A.F. could not fulfil. Though this was just another job to 'A' Flight they were pleasantly surprised at being awarded the Boyd Trophy Runners-up for their efforts against the Indonesians.

The All-Weather Fighter Squadron attached to H.M.S. Victorious is 893 Squadron made up of 12 Sea Vixen Mk. I aircraft. The first half of the two-year period the Squadron was involved along with everyone else in a standard carrier programme East of Suez, including a little bit of excitement during the East African revolutions early in 1964. After the ship had visited Fremantle in September, 1964, the Squadron disembarked (Continued in column 3)

MEDICAL ATTENDANTS OUST S.B.A.s

AFTER over 80 years the term 'Sick Berth Attendant' is to disappear from the Royal Navy, and in the future professionally qualified laboratory assistants, physiotherapists, radiographers and state registered nurses will be known as Medical Technicians while other members of the Naval medical branch will become Medical Assistants. The latter include state enrolled nurses, Commando medical attendants, operating theatre assistants and other categories.

Entry as rating technicians, which provides new career opportunities, is open to men aged 16-28 years with four G.C.E. 'O' levels or equivalent qualifications.

Although the first naval hospitals have been in being for over 200 years (the first at Haselord (Haslar) Point was begun in 1745), nursing was in the hands of untrained, illiterate people, who were content (?) to work for as little as 2/6d. per week. Even the underpaid doctors were more interested in their private practices than in their naval patients.

By 1885 nursing had at long last come to be regarded as an honourable profession, rather than a lower type of domestic service and 17 'Lady Nurses' were enrolled in the Navy, the nucleus of the present Queen Alexandra's Royal Naval Nursing Service and, at the same time, a Naval Sick Berth Branch was created with 484 male nurses.

Submarine and frigate in collision

WHILE exercising in the Channel on July 13, H.M. Submarine Tiptoe (Lieut.-Cdr. C. H. Pope, R.N.) and H.M.S. Yarmouth, the 'Rothesay' class A/S frigate (Capt. A. S. Morton, R.N.) were in collision.

Both ships sustained some damage, but were able to return to port under their own power—Tiptoe to Gosport and Yarmouth to Portland.

The collision took place some 10 miles from Portland, the submarine, is understood, being at periscope depth. There were no casualties.

(Continued from column 2)

to the Royal Air Force Station at Tengah in Singapore, where it became part of the Far East Air Force and for two months managed to relieve the Junior Service of some of its duties.

The job meant living in tents at the end of the runway, in the hot sun and monsoon rains, standing-by to intercept any Indonesian aircraft that flew into Malaysian airspace. This was a task that involved long hours and much discomfort for everyone in the Squadron. Although there were many 'scrambles', none of them involved any direct contact with the opposition; this in itself showed that the task of keeping the other side away from the door was succeeding.

H.M.S. Puma visited Manchester for six days from July 22. She is the largest Navy surface ship to have sailed up the Manchester Ship Canal.

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Lady Dorothy Macmillan presenting Mechanician Anderson with a Rhyll Sports Badge for soccer, on 'Rhyll Day'

Lady Dorothy Macmillan visits ship she launched

NO one could have been more thankful than the ship's company of H.M.S. Rhyll (Capt. J. A. Templeton-Cotill, R.N.) when June 3 at Portsmouth dawned with a clear day and a bright sun. After commissioning in dry dock in the depths of winter, that was the day decided on for 'Rhyll Day' when the commissioning cake would be cut, the toasts drunk and the Rhylls would show off their newly refitted and painted ship to their relatives and friends.

The guests of honour were Lady Dorothy Macmillan, who had launched the ship in Portsmouth Dockyard in 1959, and Rear-Admiral D. G. Clutterbuck, C.B., the Chief of Staff to the Commander-in-Chief, Home Fleet. Over 250 guests, some of whom came from as far away as Scotland and Wales, attended a short ceremony on the jetty where the Admiral was received by a guard and band, and a short service was held.

Afterwards the ship's company and their guests went aboard and on to the fore-castle for a reception. Here Lady Dorothy cut the cake, which carried both H.M.S. Rhyll's crest and her own, the crest of the Cavendish family, and met members of the ship's company. Lady Dorothy presented crests to members of the ship's company selected by the Captain for their contribution to sport in the ship.

After a drink (or two), the ship's

company guests moved to the boat deck where P.O. Caterer Short and P.O. Cook Pisani and their staff had laid out a splendid lunch, complete with board's head, for a total of 450 mouths. To quote from a letter received from the mother of a junior seaman: "... there was so much variety that even the most fickle appetites must have found something to their liking." But then, how could the ship fail—even the weather was kind.

That same evening the celebrations were wound up with an informal social ashore at which, to coin a phrase, everyone 'had a ball.' The next day the families dispersed, soon to be followed by the majority of the Rhylls for Whitsun leave. There is no doubt that they went off on that weekend knowing they had a ship to be proud of, and looking forward to the next time when their friends can have a day at sea.

'Farewell to the guns'

THE last ship in the Royal Navy to have 15-inch guns, the monitor Roberts, was towed from Devonport to Scotland to be broken up last month and 50 gunnery officers and ordnance engineers paid their respects to 'Lousy Lou' and 'Sweet Sue,' the two guns which harassed the enemy night and day during the Second World War during the landings in Sicily, in Italy and at the Normandy landings.

On July 12 in H.M.S. Orion at Plymouth, Cdr. M. Jackman, R.N., commanding officer of the Gunnery School at Wembury, H.M.S. Cambridge, was presented with what is reputed to be the last 15-inch gun drill book in the Service. Bound with black ribbon and bearing the letters 'R.I.P.' it was handed to him by Lieut.-Cdr. S. Erskine, R.N., the staff gunnery officer, Reserve Ships, Plymouth.

The 'farewell to the guns' was arranged by Lieut. G. Weaver, R.N. (Orion) and Lieut. H. Francis, R.N. (Cambridge). Present were Capt. W. J. M. Teale, R.N., Capt. C. E. Keys, R.N., and Cdr. Samson, the naval ordnance inspecting officer whose job includes 'condemning' the guns of Roberts.

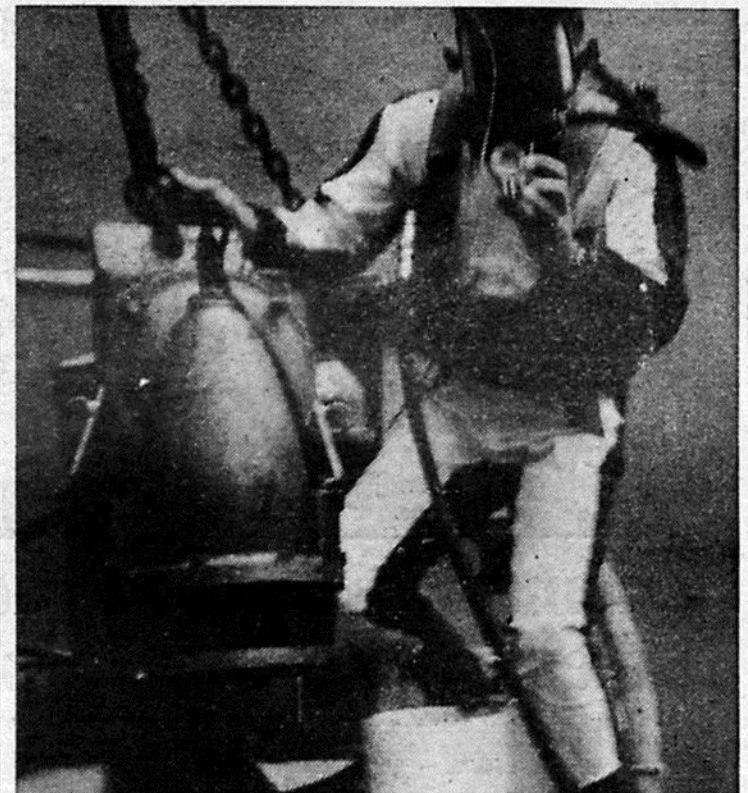
WORKED WITH ARMY

The Clyde-built ship was completed in 1941 and played a great part in the Allied victory in the Mediterranean. Working in close support of the Army she knocked out coastal batteries, smashed road and rail communications by day, and supported commando landings by night. At Taormina Roberts succeeded in bringing down a whole section of a cliff cutting both the road and the railway.

After D Day she was in action for 19 days and fired 700 one-ton shells. At Caen hard pressed Canadians asked for support, but the target was out of range. The monitor fired a few rounds to develop a roll and then timed the firing of the big guns to coincide with the apex of the roll. The guns were then at an elevation necessary to achieve the additional range. The target, German reinforcements, was smashed. The Roberts used a similar stratagem to aid an R.A.F. reconnaissance aircraft troubled by an anti-aircraft battery 900 yards beyond the range of the monitor's guns.

Her 15-inch guns fired for the last time supporting the operations on Walcheren, which ultimately cleared the way to Antwerp.

The R.N. minesweeper, H.M.S. Mersey, and a nine-ton yacht were in collision in Portsmouth harbour on July 18. Although the yacht was sunk there were no casualties.



Navy diver takes a reading from an exposure meter preparatory to taking underwater television pictures. He is wearing a white suit for easier recognition on the TV screen. (This photograph was NOT taken actually on the sea bed, but it does portray, exactly, work carried out in the experiments at 600 feet)

NAVY DIVERS WORK 600 FEET BELOW

ROYAL Navy divers have successfully completed a remarkable series of marine experiments when working 600 feet beneath the sea off Toulon. The divers were taken down in a submersible compression chamber and, wearing only frogmen's suits and light breathing apparatus, the men stepped out to the open sea.

In a team of eight they have gone to 600 feet no fewer than 18 times, and each man of the team has stayed on the sea bed for up to one hour. There, as in a 'marine workshop' in the open sea, they sawed metal, took cine films, recorded water temperatures, and did other useful scientific work almost as naturally as if they had been on dry land.

On the sea bed the divers experienced a pressure of 280 lb. per square inch—equivalent to 17 times the atmospheric pressure on the ground. They were prevented from being crushed by this tremendous 'weight' because they were breathing an oxygen-helium mixture at a pressure equal to the sea around them.

"We have gained valuable information on man's capacity to do useful work for reasonable periods deep in the sea," said a spokesman of the Navy Department of the Ministry of Defence.

The new success for British naval research was made possible by many months of patient experiment in dry

compression chambers by scientists and divers at the Royal Naval Physiological Laboratory, Alverstoke. Cdr. E. C. Hannen, R.N., of Lee-on-Solent, the Superintendent of Diving at Alverstoke, was directly responsible for organising the trials, which were conducted from the deep-diving ship H.M.S. Reclaim, (Lieut.-Cdr. G. M. H. Drummond, R.N.).

The men who made the dives off Toulon were Lieut. C. Lafferty, R.N., of Preston; C.P.O. A. Bryant, of Clacton; P.O. R. Fraser, of Edinburgh; P.O. R. Booth, of Liverpool; L./Sea. D. Culpin, of Folkestone; L./Sea. E. Cassidy, of Glasgow; L./Sea. W. Bauckham, of Thornaby on Tees; and A.B. R. Tonks, of Plymouth.

A British naval officer, Lieut. G. A. Wookey, M.B.E., R.N., went to approximately 600 feet in 1956, wearing a brass-helmeted suit, but was able to stay down for only a few minutes.

H.M.S. Devonshire left Portsmouth on July 22 for the Far East.



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Lieut. Sidney Edward George Smith, R.N. H.M.S. Sultan. Died June 5, 1965.

Instructor Lieut.-Cdr. Robert Murdock Keay, B.Sc., R.N. H.M.S. President. Died June 21, 1965.

Lieut.-Cdr. Francis Malcolm Meyler, A.M.I.Mech.E., A.F.R.Ae.S., M.I.Mar.E., R.N. H.M.S. President. Died June 24, 1965.

Frank Humphrey Miall, Petty Officer Air Fitter (A/E), L/FX.902108. H.M.S. Ariel. Died June 24, 1965.

Lieut.-Cdr. William Hugh Calder Watson, R.N. H.M.S. Fulmar. Died June 25, 1965.

Lieut. Alan Jeremy Hulme, R.N. H.M.S. Fulmar. Died June 25, 1965.

Midshipman Michael B. Finch, R.N. Missing, presumed killed. Malaysia, June 25, 1965.

Deric Charles Stuart Wray Myers, Electrical Mechanic I/c, P/O.61826. H.M.S. Hampshire. Died July 3, 1965.

Kenneth Leatherbarrow, Acting Leading Electrical Mechanic, P/M.983181. H.M.S. Collingwood. Died July 4, 1965.

Engineer Sub-Lieut. Charles Ernest Gray, R.N. H.M.S. Goldcrest. Died July 5, 1965.

Sidney Parkin, Air Mechanic I/c, L/FX.788841. H.M.S. Condor. Died July 5, 1965.

Geoffrey Robin House, Leading Stores Assistant, P/M.978123. H.M.S. Collingwood. Died July 11, 1965.

Acting Sub-Lieut. Peter David Wiggins, R.N. Britannia Royal Navy College, Dartmouth. Died July 19, 1965.

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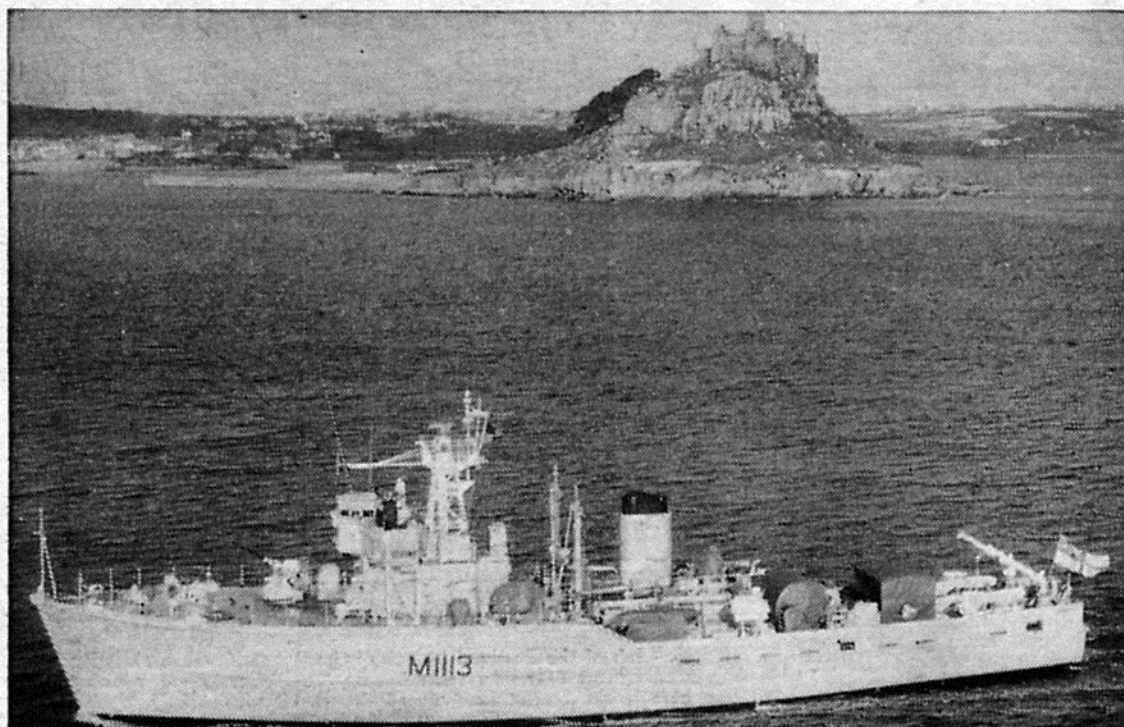
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H.M.S. Brereton, the 'Ton' class coastal minesweeper, now serving with the Fishery Protection Squadron, which arrested three Belgian trawlers fishing within the fishery limits of the British Isles

Three foreign trawlers arrested at the 'Battle of Liverpool Bay'

DAWN SWOOP ON POACHERS

A COASTAL minesweeper, H.M.S. Brereton (Lieut.-Cdr. N. J. Barker, R.N.), employed in the Fishery Protection Squadron, (Capt. F. W. Watson, R.N.), made headlines in the middle of May by arresting three Belgian trawlers which were fishing within the Fishery Limits of the British Isles.

H.M.S. Brereton was at Devonport when orders were received to proceed to the North Wales coast to investigate reports of poaching within the new 12-mile limit by a large number of Belgian trawlers. The Milford Haven Fishery Inspector indicated that the foreigners were putting the local fishermen out of business.

Brereton arranged to arrive in the area one hour before dawn. She was fortunate, while on passage during daylight hours, in being unobserved, and when darkness fell she remained in the shipping lanes wearing a suitable disguise. At about 0230 she

turned out of the main Liverpool shipping lane and followed the contour of the Welsh coast at about seven miles from the nearest land. Very soon the Planned Position Indicator looked as though radar jamming was taking place; a violent attack of measles consisting of about 60 contacts were detected between seven and eleven miles from Great Ormes Head. Very soon the lights from the vessels became visible and the whole horizon was alive. Brereton headed for the contacts closest inshore.

Belgian trawlers are invariably of steel construction, as opposed to many

of the local boats fishing in the area which are made of wood. Consequently the first large juicy radar contact, at almost eight miles from the shore, was selected. The ship was within two cables of this contact before the disguise was lifted, the 'Gemini' dinghy lowered and the first boarding party was directed to the trawler to investigate his suspected unlawful business. The trawler was Belgian with several baskets of live fish on the upper deck, and he had clearly recently hauled his trawl. Contact was maintained with the boarding party by a portable wireless set while the ship continued to investigate other vessels in the area.

Some ten minutes later a second boarding party was sent away to investigate another Belgian trawler, which was actually fishing 8.7 miles from the nearest land, and finally a third boarding party was directed to a third vessel which was caught shortly before he had recovered his gear at 10 miles from the shore. The remainder of the Belgian fleet were steaming at maximum revolutions for the 12-mile limit.

Having detached the three boarding parties, each consisting of one officer and three or four ratings, the ship left the scene to take the names and numbers of those vessels which were more fortunate and had fled across the border when they had received the alarm on their R/T sets.

HEAVY PENALTIES

Later, Brereton and the three trawlers proceeded to Birkenhead where, at the Magistrates' Court, each skipper was fined £250 and costs. Fishing gear, trawls and associated equipment were confiscated. It was estimated that the fishing gear would be worth about £1,100 when new. The vessels also lost five days' fishing time. The penalty, therefore, was probably in excess of £1,200 per vessel, which was the highest awarded to any foreign fishing vessel for poaching in the waters of the British Isles.

This incident was unusual in that never before have as many vessels been caught collectively breaking the law.

Subsequently, H.M.S. Letterston (Lieut. G. E. T. Cartwright, R.N.), arrested two vessels within four days in Morecombe Bay, both skippers being awarded heavy penalties.

It is hoped that the 'Battle of Liverpool Bay' has now ceased and that these cases will be an example to those foreign vessels who may think of deliberately fishing within the exclusive fishery limits of the British Isles.

Apprentices build survival shelter

SENIOR Artificer Apprentices of H.M.S. Caledonia, Rosyth, have erected a Mountain Survival Shelter in the Cairngorm Mountains.

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- 1962 ANGLIA Estate, lime green and white with green interior, heater and screen washers .. £395
- 1961 CONSUL, green with green interior, heater and screen washers .. £385
- 1963 MORRIS MINI de luxe, blue with grey interior, heater and screen washers .. £375
- 1960 MORRIS TRAVELLER, blue with blue interior, heater .. £325
- 1960 WOLSELEY 1500, green with green interior, heater, screen washers and wing mirrors .. £315
- 1959 ZODIAC, ambassador blue and light blue with blue interior, heater, screen washers, wheel trims and overriders .. £275
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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Excitement at the Annual Conference

THE Annual Conference of the Royal Naval Association took place in London on July 24 when 118 delegates from branches from all over the country were present for a friendly, instructive and reasoned meeting.

After the one-minute's silence for shipmates who had 'crossed the bar,' Admiral Sir Frederick Parham, President of the Association, who was, once again, in the chair, introduced Sir Michael Cary, Permanent Under-Secretary of State (Navy), who then addressed the meeting.

Sir Michael spoke of the 'Ivory Tower' complex, mentioning the demands made upon the Royal Navy, the complexity of modern weapons, and the changes and challenges which the Navy had to face. Because of the high cost of modern weapons and requirements, a determining factor was budgeting to keep within the financial estimates. He went on to say that the Royal Naval Association had a great and growing part to play and he appealed to everyone concerned to live up to the Association's motto of Unity, Loyalty, Patriotism and Comradeship.

Admiral Parham asked delegates to try and ensure a good attendance at this year's Parade and Reunion on October 30 which he hoped would be a very good show. It was with regret that he had to announce the resignation as Vice-President of Cdr. T. Woodroffe, R.N., owing to ill health.

He also praised the selfless work of the officers during the year.

Sir John Lang, a former Secretary of the Admiralty and a Vice-President of the Association and Chairman of the Standing Orders Committee, explained at some length how motions were discussed and presented to the conference.

The Secretary to the Council, Lieut.-Cdr. L. H. Maskell, R.N.R., made only a short report, but answered many questions at a later stage. He said he had been able to visit six Areas during the year and was hoping to visit more in the coming months.

Shipmate C. H. Wheeler, M.B.E., the Pensions Member, gave a very gratifying report and thanked all branches for their quiet assistance and good work. A total of £3,412 had been disbursed in charitable grants.

The debate on the various motions often caused excitement, but a decision was reached in every case with only one card vote. A motion regarding the setting up of a fund in memory of the late Admiral Sir Alexander Madden was withdrawn. The Chairman assured the delegates that the National Council would examine every aspect and idea from the floor.

A big naval occasion for Bournemouth

WHEN the Standard of the Bournemouth branch of the Royal Naval Association was re-dedicated at St. Peter's Church, Hinton Road, on Sunday, July 11, more than 800 members of the Association attended, and the occasion was the largest naval gathering Bournemouth has seen for many years.

After the re-dedication service, conducted by the Rev W. H. Fox Robinson, the Association members, headed by the Royal Marines Band of the Commander-in-Chief, Portsmouth, marched to Meyrick Park. Parading with them were men from H.M.S. Wessex, Portsmouth and Bournemouth Sea Cadets, Parkstone Sea Cadets, Bournemouth Junior Marines and Bournemouth Scouts.

The salute at the March Past was taken by Rear-Admiral P. G. Sharp, Flag Officer Sea Training, and he was accompanied by the Mayor of Bournemouth (Ald. R. Morris).

The parade was inspected by the Rear-Admiral and with him were the Mayor of Bournemouth, Cdr. C. L. A. Woollard, R.N., President of the Bournemouth branch, and Shipmate H. F. Bath, branch secretary.

Despite the heavy rain a large crowd watched the proceedings, but the ships' companies of H.M.S. Russell and H.M.S. Hardy, anchored in Bournemouth Bay, and who had just come from Gibraltar, were unable to get ashore because of the bad weather.



Mrs. Maclelland presenting the Maclelland Trophy to Shipmate P. French. Shipmate Barnes is in the centre

PORTLAND'S RIFLE TEAM DOES WELL

THE Rifle Club of the Portland branch of the Royal Naval Association has had a successful year, the team having the distinction of winning the Division Five in the Dorset League—18 shoots, 18 wins—and also Division 64 in the R.N.S.A. National League, 1964-65—10 shoots, 10 wins.

The annual prize-giving event took place on July 17, when Mrs. Maclelland presented the spoons and medals to the team. She also presented the Maclelland Trophy for 1964 to Shipmate P. French, who won the Highest Individual Score spoon for the team in the Dorset event. Shipmate Barnes won the Best Average spoon and Shipmate A. Bonner won the Best Average medal in the National Shoot. The Portland branch also won their

annual contest for 1964 with the Stevenage branch of the Naval Association.

A .22 rifle, which had previously belonged to Capt. G. L. Maclelland, R.N., was presented by the branch to the Portland Sea Cadet Corps Unit.

Shipmate Barnes takes the Cadets for .22 shoots and they, too, have had great success, being winners in the Sea Cadet Corps League, 1964-65, Division 4, and runners-up in the Sea Cadet Corps National Competition, for which they won a match rifle presented by the Navy League.

C-in-C talks to 500 shipmates

OVER 500 Royal Naval Association members were present when the old Standard of No. 1 Area of the Association was laid up in St. Martin-in-the-Fields (often referred to as The Church of the Royal Navy), on June 27. It was a most colourful occasion with 45 Standards from No. 1 Area and surrounding Areas.

The band of the Royal Marines, Portsmouth, led the parade from the Horse Guards and, after the service, conducted by the Chaplain of the Royal Naval College, Greenwich, led the parade back to the Horse Guards, where the salute was taken by the Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods. Also on the saluting base were the President of the Association, Admiral Sir Frederick Parham, No. 1 Area President, Commodore Sir Roy Gill, R.N.R., and Cdr. J. Russell, R.C.N.

After the salute the Commander-in-Chief invited the parade to 'break ranks' and gather round him. He told the Shipmates that serving members of the Royal Navy are aware of the Association and all it is doing and spoke of the way that they could help to keep the Navy strong.

EVENING SOCIAL

Ranks were re-formed to watch the Royal Marines perform a short ceremony of music and marching. Although this completed the actual function, it was not the end of the day for the Association members. They retired to the Duke of York's Barracks, Chelsea, where tea and an evening's entertainment were laid on.

The organising committee, under the chairmanship of Shipmate A. Woonton, are to be congratulated for the effective arrangements, which went without a hitch, and the Parade Marshal, Shipmate E. Smith, also did an arduous job extremely well.

The Area Standard and also that of London (S.E.) were draped with black

in mourning for Shipmate 'Jimmy' James, of London (S.E.) branch. He had passed away a week previous to the laying-up of the Standard, to which he had looked forward to so much. He was a real stalwart and had given of his best for the Association for many years, several of which he had been Area Vice-President. He will be sadly missed.

Home Fleet ships entertained by Tyne Branch

EIGHT ships of the Home Fleet, including the cruiser H.M.S. Tiger, visited Tyneside at the end of July, and members of the Tyne branch of the Royal Naval Association invited 150 from the ships to a social evening on July 23, and a further 90 to an 'opera' on July 25.

The Navy Liaison Office organised a 'Meet the Navy' dance and 2,000 tickets were issued. It was rumoured that the Navy Office had enough telephone numbers of local girls to last a commission!

Tyne's new club premises are progressing very slowly, too slowly for the members who are impatient to get into the place, but the 'legal brains' are taking great care and will not be hurried.

The branch is now in close contact with the local Wrens' Association and it is hoped that this co-operation will benefit both.

DUCKS WERE NOT ON THE MENU

THROUGHOUT the winter months a stranger in the Blackhall and Coastal branch of the Royal Navy Association is quite an event, but during the summer (?) holiday season many old friendships are renewed and new ones made. Visitors are always most welcome.

Recent visitors included a retired vice-admiral of the United States Navy and many from H.M.S. Puma when she visited the area.

The branch's cricket team entered a knock-out competition in aid of S.S.A.F.A., but were well beaten in the first round. There is no truth in the rumour that there was a 'duck' dinner following the match. Still, it was for a worthy cause and all enjoyed the game.

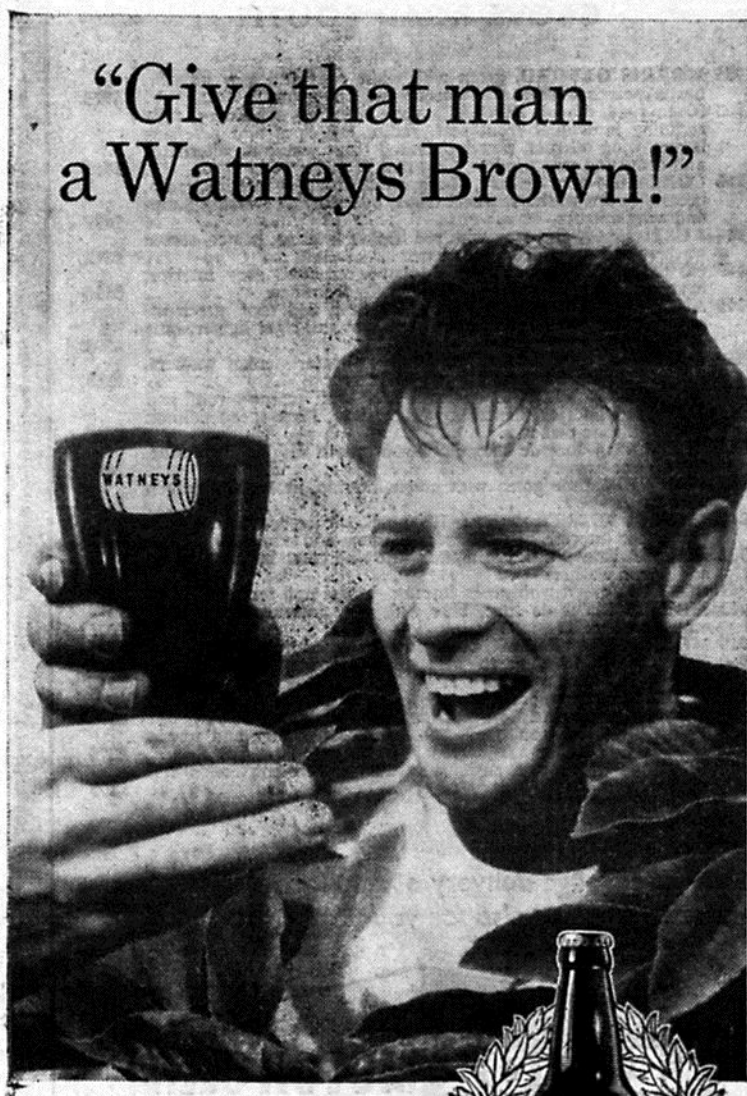
The Children's Committee have arranged a day's outing for the bairns, and the few old-age pensioners have been invited to go along free of charge.

The Blackhall reporter states that through 'Navy News' he has contacted three former shipmates after 23 years. They are all hoping for a get-together in the near future. He wonders whether it would not be a good idea to run a small corner of the paper for 'old dog-crabs' to try and contact old 'oppos.' The editor is willing to help in any direction he can.

The Ladies' Section recently held a very successful jumble sale which realised the excellent amount of £20.

New club for Welwyn

PLANS for the new club to be built by the Welwyn Garden City branch of the Royal Naval Association have now been completed and submitted to the planning authority. Enough money is available to be able to make a start and work will begin as soon as approval has been given.



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THE FIRE SERVICE AS A CAREER

THE Fire Service regularly receives requests for information from serving members of H.M. Forces who are nearing the end of their engagements and the purpose of this short article is to give a brief insight into a career in the Fire Brigades of Britain.

Entrance is open to British subjects between the ages of 18-30 years (in the case of some ex-service men, an extension is permitted up to 35 years). The physical requirements are height, 5 ft. 7 in.; chest, 36 in., with a minimum 2-in. expansion, and physically fit. Candidates are also required to undertake a short written entrance examination.

The pay of a recruit at the age of 19 years is £700 per annum, rising by increments to £930 per annum after six years' service, but a man joining over the age of 21 receives either £750 or £775 per annum. An annual leave allowance of 21 days is provided with increases according to rank.

RANK STRUCTURE

The rank structure of the Service is as follows: Fireman; Leading Fireman; Sub. Officer; Station Officer; Assistant Divisional Officer; Divisional Officer (Grades I to III); Assistant Chief Fire Officer; Chief Fire Officer. Promotion is from the ranks after qualification by examination and a form of accelerated promotion is open to suitable candidates who, after selective interview, attend a one-year course. On completion of this course they are promoted direct to Station Officer rank (£1,300 per annum).

In most Brigades a 48-hour week, divided into a 9-hour day and 15-hour night shift, is the accepted tour of duty for junior ranks. The senior ranks operate a 96-hour week consisting of day duty with a standby at night at their homes. These officers are provided with free accommodation.

Little is known to the public of the work of the Fire Brigade and many assume that firemen merely polish

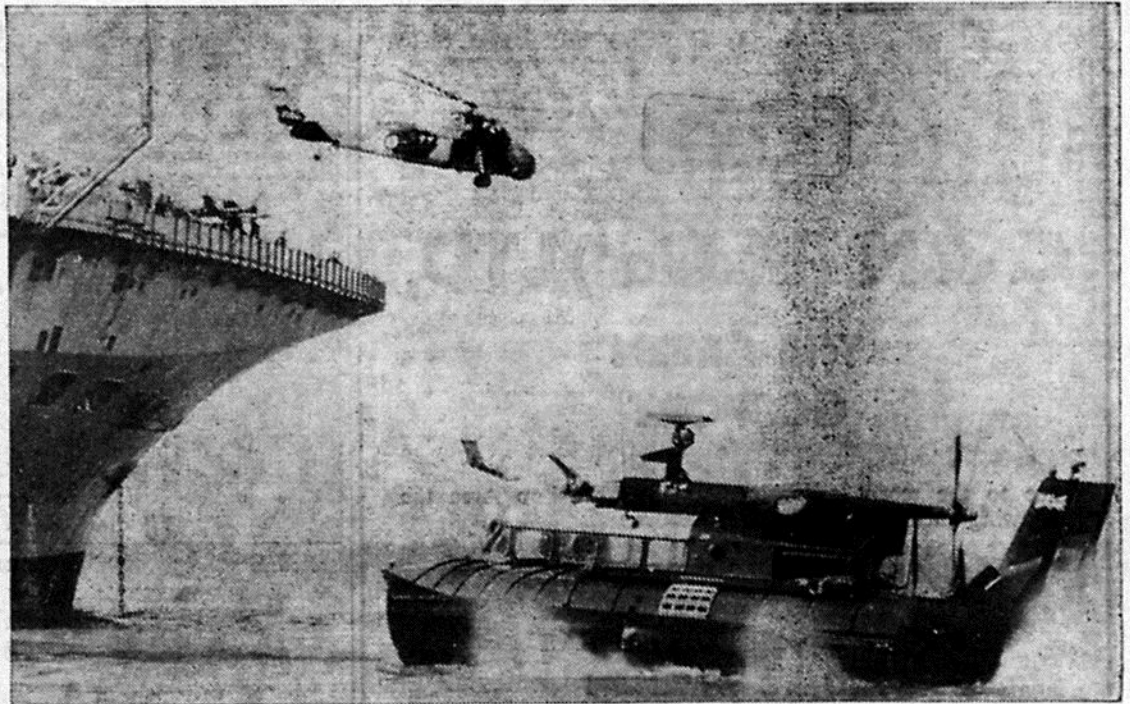
brass and squirt water. This impression is far from fact. The modern fireman has to be a skilled technical man with knowledge of hydraulics, fire engineering, reaction of chemicals to fire and water, physics, electricity, building construction and radioactive materials.

FIRE-PREVENTION DUTY

A large section of the Service is devoted to fire prevention and the officers of these departments are totally engaged in advising the public on protection of their property. They also carry out statutory enforcement inspections in a wide variety of premises, including theatres, cinemas, factories, offices, shops, hotels, boarding houses, institutions, hospitals, etc.

The Fire Service offers a variety of work and opportunities which few careers can match and at the end of 30 years' service, at the age of 55 years, a pension equal to two-thirds of the man's pay is available.

More detailed information can be obtained from the Chief Fire Officer of any Fire Brigade.



Extensive trials have been taking place in the Far East of the Westland SRN5 Hovercraft, which is manned by Navy and Army personnel. The amphibian is operating over tropical beaches, swamps, rivers and shallow waters carrying troops and supplies near the Indonesian border. Off the coast of Sabah (North East Borneo) the SRN5 took part in exercises with the Commando Ship, H.M.S. Albion. The picture shows the Hovercraft approaching Albion as a Wessex helicopter of 848 Squadron leaves the commando ship's flight deck.

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ELECTRICAL FITTERS

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TRANSPORT FITTER

Reference No. 158

M.T. vehicle maintenance (diesel and petrol). Experience of mobile cranes and fork lift trucks would be advantageous.

SHIFT MAINTENANCE FITTER

Reference No. 159

Applicants should be experienced in the maintenance of Air Conditioning plants, refrigeration systems, centrifugal pumps, and steam, water, gas and compressed air installations.

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Princess Alexandra at the opening of the new wardroom

Princess Alexandra opens Lossiemouth's new Mess

THERE were three days last month at the R.N. Air Station Lossiemouth, when the officers and men were more than usually 'on their toes.' Those days were the 9th, 16th and 24th.

On July 9 the Queen's Colour of the Fleet Air Arm arrived and there were Ceremonial Divisions with the Royal Guard and Colour Party on full parade. The Flag Officer Naval Flying Training (Rear-Admiral D. C. E. F. Gibson, C.B., D.S.C.), the reviewing officer inspected the Guard, Band and Divisions, on completion of which he took the Salute at the March Past.

H.R.H. Princess Alexandra visited the station on July 16 for the official opening of the new Wardroom Mess, the official guests including the Hon. Angus Ogilvy, Lady Moyra Hamilton, The Lord-Lieutenant and Lady Margaret Tennant, Vice-Admiral Sir Richard Smeeton and Lady Smeeton, Rear-Admiral D. C. E. F. Gibson and Mrs. Gibson, Rear-Admiral J. K. Watkins, the Lord Provost of Elgin and Mrs. Smith and the Provost of

Lossiemouth and Miss Trantor.

After the speech of welcome and the official opening, the official party toured the new building, met officers and their wives and then lunched in the mess.

After lunch the Queen's Colour was paraded and Princess Alexandra inspected Divisions.

The third occasion when the station was 'en fete' was July 24—Air Day—when it was anticipated that thousands would see something of the work and aircraft employed on this 'We never close' station. There were to have been flying displays and among the aircraft to take part were Buccaneers, Scimitars, Hunters, Sea Vixens, Jet Provosts and helicopters. A Comet and a Vulcan were to take off and there were to be Chipmunk and glider aerobatics, and a Hurricane and Spitfire demonstration.

Unfortunately, although there was plenty to see and to do, the occasion was almost 'rained off' and it became almost an 'Under-Water Display.' Those that did attend were able to

enjoy themselves, but the disappointment was keen among the organisers who had worked so hard to make the affair even more successful than the last.

H.M.S. LONDON ON WAY HOME

WHEN H.M.S. London (Capt. J. C. Bartosik, D.S.C., R.N.) returns to Portsmouth on August 26 she will have steamed 60,000 miles and visited more than 20 countries during the foreign leg of her commission.

Notable achievements during the commission have been the destroyer's work for Mauritius in erecting a television mast on an 800-ft. peak, her role as Flagship to Admiral Sir Varyl Begg, (the then Commander-in-Chief, Far East), during his farewell visit to Bangkok, visits by the King and Queen of Thailand and the ship's success in winning the China Shield Trophy.

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A FOUR-MAN team from H.M. Submarine Anchorite with an R.A.F. fifth member knocked out all opposition and won the first Singapore Bowling League Championship.

The bowling alley has only recently been opened in Singapore and has quickly become as popular in the Far East as the sport is anywhere else in the world. The Anchorite team members were Cook H. Heggs, Cook J. Bridge, L.R.E.M. M. Dearden and R.E.A. A. R. Buzvine.

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The successful water polo team—Back row: S.P.T.I. Nettleton, C.Y. Bryden, N.A.M. McClean, R./Mech. Moore, E.R.A. Davies, N.A.M. Keeting, E.A. Ritchie, S./Lieut. Marsh. Front row: L.E.M. Bush, Pte. Clay, N.A.M. Ross, Capt. Davenport, Lieut.-Cdr. Knight (Sports Officer), L./A. Dancy, L./A. Marshall, E.A. Blandon

Naval Sailing Association wins Trophy

THE Royal Naval Sailing Association registered a good win in the Inter-Club Challenge Trophy held in connection with the "Round the Island" (Isle of Wight) race on June 26.

This year 23 clubs had nominated teams for the event and the R.N.S.A. were first with 186 points, the Royal

Air Force Yacht Squadron second with 177 and the Royal Yacht Squadron third with 168. Portsmouth Command Sailing Association also did well, finishing seventh with 132 points.

The R.N.S.A. team was represented by Outlaw (G. R. Fuller), Cohoe III (Adlard Coles), Ngauruhoe (Captain H. R. Hewlett). Individually these boats also did well, Outlaw being the first boat home and the winner of Division I, Cohoe III winning Division

IV and Ngauruhoe finishing fourth in Division VII.

Blue Saluki, lent to the R.N.S.A. by the owners, and sailed by Sub-Lieut. Williams also did well to finish third in Division IV.

Lastly, and by no means least, Lieut.-Cdr. D. Gay gained second prize with Rondetto in the JOG class.

The race was sailed throughout in a Force 5-6 westerly breeze which proved to be quite sufficient for everyone. In fact, 62 out of the 327 starters had to retire.

BRIGHTER CRICKET

BY ACHARBEE

"NOW, tell me, seriously, who did win?" "Well, the Chief Petty Officers did." "Legally?" "Certainly, but in any case it was their turn to do so." "What was the score?" "It is believed that the Chiefs beat the Wardroom by 12 runs, but the actual scores seem to have been lost in an alcoholic haze."

The above conversation between our reporter and a member of the Chief Petty Officers' Mess of the Royal Naval Barracks, Portsmouth, refers to the annual cricket encounter between the Wardroom Mess of the Barracks and the Chief Petty Officers of the establishment. The word "encounter" is used advisedly, for any resemblance between "flannelled fools" and the sound of "willow hitting leather" and serious cricket is, in the main, somewhat tenuous. This was exemplified when the Captain of the Wardroom team, Cdr. Startin, hit a ball which would have resulted in a six on any county ground, only to realise, as he was covered with juice, that the fast bowler had "pulled a fast one" and used an orange instead of the usual ball.

Devices such as this, and when the wardroom seemed to be about to break the unwritten law that each side must win in alternate years all the Chief Petty Officers among the spectators, about 100 of them, went on to the field as fielders, certainly made for brighter cricket.

LIGHT-HEARTED STRUGGLE

The match was played—where cricket was first played—on Broad-half-penny Down on July 18, at the Bat and Ball ground, and the light-hearted "struggle" was somewhat eased by refreshments being taken on to the pitch approximately every two overs. The wardroom's team flew the Commodore's pendant (Commodore G. A. Henderson was one of the team), and not to be outdone the Chiefs' "flag" was a pair of pantees rampant.

The whole affair was an outstanding success and the Commodore remarked that such occasions should be held more regularly.

The cricket match (?) was the second of two splendid occasions for the Chief Petty Officers' Mess, for on July 15 the Mess held its Summer Ball. This, too, had its hilarious moments as, for example, during the Ladies' Charm Contest, when Ch.A.A. Clarke, dressed as a lady, led the procession. And again in the Beachwear Contest, the Chiefs appeared with buckets and spades and sea-boots, one Chief Petty Officer causing a certain amount of consternation by appearing in his bathing costume, his frilly nylon underwear and raincoat falling off him, quite inadvertently (?), during the event.

All who attended the Ball stated that it was the most enjoyable they had ever attended.

Victorious water-babies best of forty teams

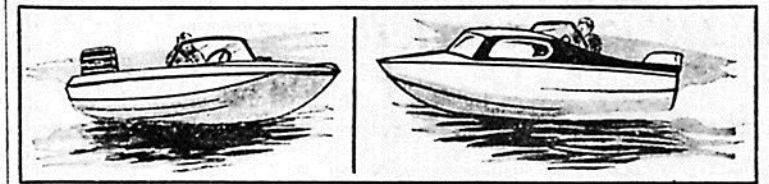
DURING its last months in the Far East H.M.S. Victorious produced a very keen water polo team who went from strength to strength, the climax coming in the sports period which followed Exercise Fotex.

No fewer than 40 teams entered the water-polo knock-out competition, and after a series of very good games Victorious emerged triumphant, beating H.M.S. Terror 2-1 in the final.

Of the winning team, shown in the

photograph, N.A.M.(O) Ross, Pte. Clay, Ldg. Air Dancy and L.E.M. Bush also played for the Navy in the Far East.

Pte. Clay, of the R.A.S.C., belongs to the small Carrier Borne Ground Liaison Team on board. He played for the Army in the Inter-Services match in the United Kingdom last year when N.A.M.(O) Ross was playing for the Navy. On that occasion the Army won 5-3.



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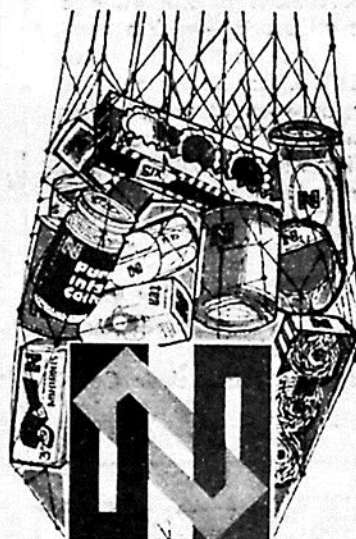
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